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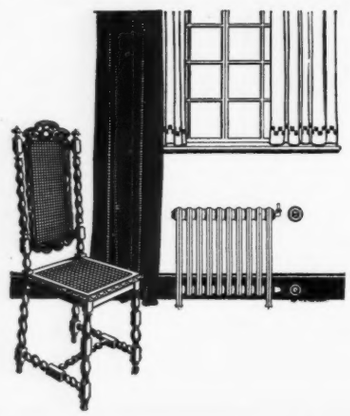
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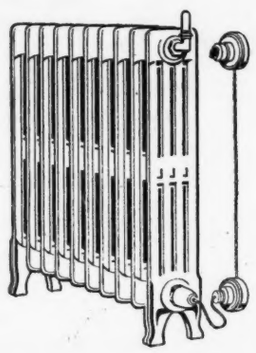
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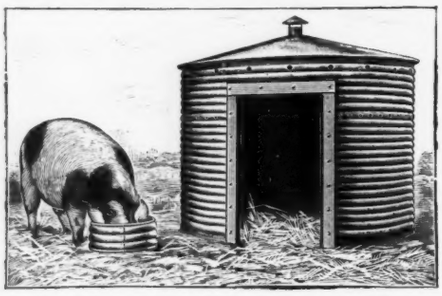


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is the title of one of the many interesting articles appearing in this week's issue of

THE GARDEN
(December 31st)

Other articles which will well repay perusal are "Propagation of Border Chrysanthemums"; "The Allwoodii Novelties"; "The New Sweet Peas"; "Wild Flowers in California" "A Border of Annuals"; and "Shrubs in Cornish Gardens"

These articles are accompanied by excellent illustrations.

The Editor is only too pleased to answer questions relating to gardening matters.

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THE SCHOOL AND THE CINEMA

MANY wits have been at work trying to find out means whereby such a clever invention as the cinema might be utilised for purposes other than the reproduction of those scenes of very rough and elementary humour which are brought over from America, or degraded to viler purposes. The difficulty lies in knowing how to eliminate this kind of thing without at the same time hoeing up the flower with the weed; that is, destroying the interest. Old and young prefer the live and active to what is dead and still. They would be interested in the picture of that wagoner who stopped at Pontefract in 1513 when he was carrying a wainload of arrows that were ultimately to be employed against the Scotch—they were, as a matter of fact, used by the English archers at Flodden Field. Suppose, instead the audience had presented to them a wagon of the sixteenth century with a wagoner and two horses without any story, there would be a great diminution of interest. Action, action, and again action is the essence of drama whether acted or shown on the screen. It could be obtained at its best by filming the great events of history, while others urge that geography could be as easily taught. Our own opinion is that the history of our native land might furnish films innumerable. Take, for example, the death of Thomas à Becket. How enthralling the story is of itself, and how impressive it would be if the clothing and armour of the knights, the robes of the clergy, the masonry of Canterbury Cathedral were reproduced with even an approximation to accuracy. It would be a moving spectacle that once seen would never be forgotten. Take, again, that wonderful procession from Nottinghamshire to Westminster when King Edward I brought the body of Queen Eleanor by a way subsequently marked by beautiful crosses to her burial place in Westminster. That this can be shown with effect as well as accuracy was proved some years before the war when the rage for pageants was at its height, and it infected, among other places, some of the towns through which this long funeral journey was made. In contrast to it would be the merry procession when Margaret, the daughter of Henry VII, escorted by gallant knights and learned clergy, journeyed from Richmond to Lamberton, where she was met on Scottish soil by the bridegroom, who accompanied her for the remaining part of the journey to Edinburgh, stopping by the way at Fast Castle, familiar to all who have read "The Bride of Lammermoor."

A moment's thought is sufficient to show that there is no lack of first-rate material, but the finance of the matter would have to be carefully considered beforehand. In our days it would not be any more expensive to produce scenes from history than it is to produce scenes from works of imagination. The quantity of dresses, the number and qualifications of the actors would be very much the same in both cases. Where the action takes place in the open air there is not so very much difference between the aspect of England in the fourteenth century and in the twentieth century. Battles could only be shown as they are in Shakespeare's plays, by fragments. Fortunately, Shakespeare, the player, had a practical knowledge of the stage, which served him well when he was transformed into Shakespeare, the dramatist. He knew what was possible and what was impossible. It would be the same with the cinema producer to-day. Whoever did the work successfully would have to be perfectly sure alike of the capacity and of the limitation of the machinery employed. There is no room for doubt but that those who have planned the many wonderful films on show at the present moment could out of historical records choose episodes of equal interest. The cost need not exceed that of presenting a novel, but, of course, that is no light matter, and might run into, say, four or five thousand pounds. If the thing could be done with skill and charm, the films would be worth the money expended, because they would be in demand all over the country. School finance offers some difficulty, as it would only be a very great school that could afford to keep a cinema going on its own account. Smaller schools could join together. It would be easy to arrange for the pupils in a town or district to study the same period of history simultaneously, and as the number of village halls is increasing at an accelerated rate, each would serve as a school cinema. For the poorer class of scholars it should not be impossible to find a means of admitting them free. That would add very little to the education bill. Pupils at Secondary Schools might be asked to make a very moderate payment. It would probably be far better to depend upon the proceeds of hiring out the films to make good the capital outlay. That would ensure zeal in the effort to make each as interesting and popular as possible, whereas if the business was carried out officially, say, by schoolmistresses and schoolmasters of pedantic views, the result might very possibly be disheartening, since they would naturally pay far more attention to accuracy in detail and adherence to the facts of history than to the "still sad music of humanity." At this stage, however, it is unnecessary to go into these details. The main point we wish to make clear is that the cinema might be usefully employed to imprint on the young mind the great and significant occurrences in the life of the race. It would in that way help to make what is of far more importance than a good scholar, a good citizen, who, when he grew up, would know the foundation on which his native land was built, and it would increase his ardour to maintain and complete what his forefathers had begun.

Our Frontispiece

OUR frontispiece this week is a portrait of the Hon. Mrs. George Lambton with one of her children. She is a daughter of Sir John Horner, K.C.V.O., and married the Hon. George Lambton, a brother of the present Lord Durham, in 1908.

COUNTRY NOTES



IN this, our last issue in 1921, we wish a Happy New Year to the country at large and to our readers in particular. We believe that there is a fair prospect of increased prosperity during the twelve months on which we are entering. This is no mere conventional utterance or pious hope expressed without remembrance of what happened in 1921. The Old Year has been a very trying one in the history of Great Britain and of the British Empire. Its memory will ever be associated with the huge army of unemployed who have wandered the streets in idleness during its weary months. It has been a period of flagging trade and falling revenue, of overwhelming taxation and a high cost of living. It has been marked by rebellion and sedition at home and in the Dominions. For many months Ireland was the scene of an informal but most cruel war. There can, indeed, be very little said in favour of the year. All who think and feel have lived under a cloud that seemed always to hold the menace of a destructive storm.

NEVERTHELESS, there is a brighter side to the picture. Much of what has happened is due to a surging of the waves that was bound to continue long after the close of a war such as the world has not previously experienced. It could not be expected that men would lay down their guns and go back to the old routine of life just as though nothing had happened. When wild passions are once excited they do not settle down as easily as that. When a world has, so to speak, blown away its capital out of the cannon's mouth, trade cannot immediately resume its old activity. There are many subsidiary reasons for the commercial stagnation, but they are dwarfed by the greatest one, which is the diminution of buyers. In every country there are individuals who have made money out of the war, but they are rare phenomena in a world that has grown infinitely poorer. Comfort comes alone from the knowledge that the process of putting capital together again and adding to the wealth of the various countries, if as yet slow, has come into being, and will assuredly gather momentum as time goes on. There has been anarchy in Ireland, but it ended in a Peace Conference. There were dangers of new wars, particularly in the Pacific, but the great and noble effort made at Washington gives an assurance of peace, if not for all time, at least for a period. The seditions and rebellions which have occurred in the dominions of the King are but repetitions of those that have followed other great wars, and if they are on a greater scale, they but correspond the more accurately with the stupendous character of the military operations. If the various nationalities will only go to work and work steadily, the lost ground will be regained much earlier than at present seems probable.

THE Railway Managers Association, in the course of a statement issued in reply to the universal demand for a reduction of railway rates, say that the increase in railway charges is but a small fraction of the additional costs which hamper industry at the present time. It is, perhaps, natural for the railways to minimise the importance of the increase in rates, but those who have to pay them take a different view. Just before these words were written the writer was shown two documents—one was the invoice for a number of trees that were sent from a nurseryman in Aberdeenshire to the owner of an estate situated about twenty-five miles from London, and the other the railway bill. The cost of the plants was £4 15s., and the cost of their transport from Aberdeen was £2 17s. Surely this represents more than a slight increase on the rates that used to prevail. Moreover, it is a direct check to trade. That is not the whole of the question. Whoever is planting trees just now is doing something for which the next generation will have reason to be grateful. Further, tree-planting has been accepted as a rational method of relieving unemployment, but if the cost of conveying the trees is to be continued on this scale the very root of the matter is affected. This illustration is taken at random; it was purely by accident that the figures were brought to our notice. The cost of carriage on other things has exactly the same effect.

A WINTRY NIGHT.

The chilly sun has long since gone to rest
And every bird has fluttered to his nest
All living things in sheltered coverts hide
From the cold rigours of the wintertide.

The bare trees shiver in the biting blast
And falling snowflakes silently drift past
Swift flying clouds obscure the moon's pale face
The world lies locked in winter's cold embrace.

The storm has passed and in the moon's bright beams
The glistening world looks like a fairy's dreams
Shrouded by snowflakes in a mantle white
Shining like diamonds in the silvery light.

R. J. HARLEY.

THERE can be little doubt but that a Bill will be introduced into Parliament before long, and, perhaps, in the next session, to alter the law of betting. Everybody is agreed that as it stands it is simply ludicrous. In the Bill prepared, however, no mention was made of the Pari-mutuel system. One might almost think there had been a conspiracy to ignore the existence of such an institution and the fact that the Pari-mutuel has acted very well in France. Our own hospitals were on the verge of bankruptcy till a windfall came from the will of the late Lord Mount Stephen. Their supporters are begging funds wherever there is an opening to do so, but still nothing has been done to establish the hospitals on a solid basis. In France it is very different. That part of the proceeds of the Pari-mutuel which goes to the Government is found to be ample for the purpose of maintaining the hospitals. Surely no better argument can be brought forward! In dealing with betting the Government is trammelled by a touch of that hypocrisy with which Continental countries often charge England. They shut their eyes or turn aside from betting as if it were a vice that ought to be ignored. Surely it would be better to realise the fact that the people of this country ever have delighted, and are ever likely to delight, in making wagers. What the Government can do is to look this in the face and adopt a system which would ensure upright dealing, and at the same time bring to the Government an annual income which could be devoted to the maintenance of the very best of our institutions.

IN this connection it is impossible to help noticing an appeal which has been published by Sir William Lawrence, the Senior Almoner of St. Bartholomew's Hospital. Its subject is the threatened boycott of hospitals by Trades Unions. There is a movement on foot to demand that all who are employed in the hospitals should be paid at the Trades Union rate of wages. The very people who

are threatening a boycott of the hospitals are those to whom has been rendered the greatest service—for nothing. If any labouring man had imagination and intelligence enough to call up before his mental eye the picture of the suffering of his fellow workers that has been assuaged, or relieved altogether, by the beneficent action of the hospitals, he would be more likely to offer to work for them for nothing than to demand a high rate of wages, especially just now, when a deficiency of funds has already caused many beds to be closed and is threatening to produce general bankruptcy. Out of gratitude for what he and his friends have received from the hospitals, the working man ought to do whatever he can to help them in their hour of need.

DR. ALINGTON, the Headmaster of Eton, made a speech as wise as it was charming when he presented the prizes at the Slough Secondary School. He began with a story which must have put his audience in a good humour. He had been correcting examination papers at Eton in which one of the questions was "What is the Yellow Peril?" One answer was "The thing you get in the shaving brush." But he had one or two serious points to discuss. Many individuals from Japan, Holland, America, France, Belgium and even China have asked what was the secret of the English Public School. It is evident that they have noticed how it turns out men. Dr. Alington thinks, no doubt rightly, that the English school system makes boys proud of their school and as anxious for its fame as for their own. In that way it is true that "if they could not play the game better than other people, they played it in a better spirit." He expressed an apprehension, generally felt, too, when he said that at the present there was a danger of making too much fuss about the people who won, and unless they resisted that spirit there was a danger of our great English games being spoiled. One is glad that the Headmaster of Eton has taken such a strong line upon this point. It would indeed be a pity if school games were to be looked upon by the public just as though they were professional games.

THERE was another and equally important point made by Dr. Alington, and that was concerning appreciation. The power to appreciate is the only power that will keep the people of this country advancing on the right road. It is education of the right sort that teaches a boy how to know good music and poetry from bad. As Dr. Alington put it: "If only people were more capable of appreciating good from bad they would not have such rotten newspapers, pictures and plays as they often get at the present time." He went on to say that the real danger in politics to-day is that people do not understand other peoples' points of view. The employer could sweeten life if he would determine to understand those whom he employs. If there were a wider knowledge of history, those who possessed it would realise the difficulties of conducting war or making peace, and critics that these were more difficult tasks than they imagine. It is difficult to convey the wisdom of these utterances by means of an extract or two and a little comment, but it may be gathered even from these fragmentary allusions that here was a clear voice speaking amid the surrounding confusion.

WHEN Colonel Bury was lecturing at the Queen's Hall the other night to a joint meeting of the Royal Geographical Society and the Alpine Club he produced a wonderful picture of the "Gorgeous East" as seen by the members of the Everest Expedition. It must have appeared to them as if they were going back for thousands of years and seeing the country as it had existed centuries before the age of steam, to say nothing of electricity. The road to Yatung, he said, "is a steep stone causeway up the mountain side, a regular *via dolorosa*. Leeches abounded, sitting up at the end of every leaf and fern and waving at the passers-by." It was a striking picture. Going from Yatung to Phari the explorers visited the monasteries at Galinka and Donka and saw the famous prayer wheels, which, at a turn of the wheel, send up a million prayers to Heaven. Water is used, so in winter when it is frozen there cannot be any praying in that quarter. Very amusing was his story of the manner in which the loads were distributed at Tinki. Some forty-five families were supplying the transport and each wanted the lightest load, so there was a Babel of noise without anything being done. The squabble was settled by the headman taking a garter from each family, and after they were mixed up, laying one on each load, and whoever owned the garter had to take the load.

EQUALLY striking in a different way was the Rongshah Valley. Vast quantities of juniper grow in it, which is aromatic and is used as incense. Many hermits were found living in caves among the rocks. They got their food from the nearest village and used to burn this incense at the mouths of their caves every morning and evening. After ten years of meditation the anchorite is supposed to acquire great holiness and to be able to support life on ten grains of barley a day. There was a female anchorite who was reputedly 138 years of age. She had forbidden the killing of animals, and the wild sheep, in consequence, became quite tame. "With my own eyes," said Colonel Bury, "I watched the wild sheep coming down in the early morning to the hermits' cells and being fed not a hundred yards from our camp, and I walked up openly to within twenty yards of a herd of burkel and they showed no signs of fear. Rock pigeons and other wild birds fed out of our hands." Prices do not seem to be high. At Kharta, where they made their second base camp, a house with a garden was rented for threepence-halfpenny a day, and a house servant can be had for two shillings and eightpence per annum. After that, one might expect a large emigration to Tibet.

THE WHEEL OF HUMAN LIFE.

"Birth and Death are the pivots of the Wheel of Life."—*Eastern Saying.*

Nought really is, but aye becoming, all
Modes fusing in continual flux of change
To previous poorer state, or slowly range
Along a high ascent from something small

To creatures nobler than had lived before,
The Wheel of Human Life it ever moves
On double pivot, Birth and Death, in grooves
Ne'er changing on this ever-changing shore.

Man wailing comes, each hand full tightly clasped,
As craving all things on this primal day
Of contest vain with weakness and decay.
The Wheel revolves, and soon, with nothing grasped,
Pulseless palms lie empty, speechless token!
Silver cord and golden bowl are broken.

EUSTACE TENNYSON D'E. JESSE.

FROM the National Poultry Council we learn that a considerable number of local authorities, both in urban and rural districts, have taken it into their heads to prohibit the keeping of fowls. Among them is the Nottingham Health Committee, which has issued a notice that fowls kept in backyards must be removed within two months. It seems to be a rather high-handed measure. The only legal way in which the Nottingham Health Committee could act would be by proceeding against each individual. They cannot prohibit the keeping of fowls without proving it to be a nuisance, and, probably, investigation would show that in some cases they might be a nuisance and in others not. Among the other cases quoted is Newbiggen-by-the-Sea, where ninety houses have been erected by the District Council and are mostly tenanted by ex-soldiers. It is a rural area and each house has a good back garden, yet the keeping of fowls is prohibited. One would have thought it would have provided excellent occupation for the ex-soldiers. The Caledonian Railway Company has given notice that land let by it must be used for cultivation only and that all hens thereon must be removed. Of course, one does not like to pronounce on a case like this without knowing the facts, but we understand that poultry-keeping there would be on a small scale, and there is no need at this time of day to insist on the advantage to the cottager of keeping one or two hens.

HIND-HUNTING ON EXMOOR

ILLUSTRATED BY LIONEL EDWARDS



THE "ROUSE." HAWKRIDGE.

HARD frost in the Midlands, the barometer set fair and every indication of an indefinite continuance of hard weather. How often is the hunting man confronted with similar conditions! What is to be done? At home, hunting from one's own door, it is a matter of no great moment—everyday affairs can be attended to; but to the unfortunate whose leave is limited or who has taken a "box" for the season, or, still worse, is stopping with his horses at the sign of the Hand in Pocket, it is a most momentous question. No use keeping horses to eat their heads off; they cost as much idle as working. I wonder if the frost is universal, he ponders; what about the West Country, with the Cornish Riviera express to get there? A telegram worded "Hard frost here, what about Exmoor?" elicits the reply,



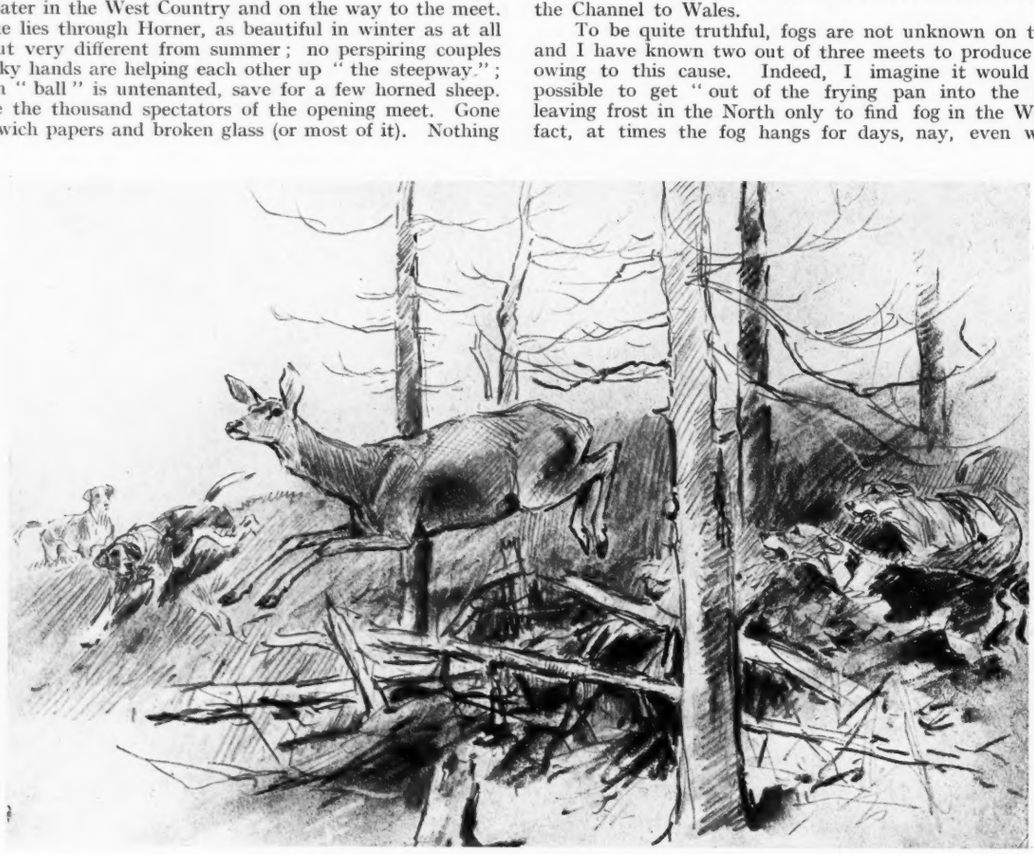
AN UNSUCCESSFUL CAST PRODUCES, OUT OF A DITCH, THE WRONG ANIMAL.



THE "VIEW." DOWN THE DANESBROOK.

"All right, hunting here." So now it is merely a question of ordering a horse box and packing one's kit. It has always struck me as rather curious how few people, most of whom could well afford it, ever solve the problem in this way. I can only presume the explanation to be that there is always a chance of the frost breaking before to-morrow morning! Anyway, for my own part, such an eventuality usually finds me a couple of days later in the West Country and on the way to the meet. Our route lies through Horner, as beautiful in winter as at all times, but very different from summer; no perspiring couples with sticky hands are helping each other up "the steepway"; the green "ball" is untenanted, save for a few horned sheep. Gone are the thousand spectators of the opening meet. Gone the sandwich papers and broken glass (or most of it). Nothing is left to indicate the presence of a hundred horse. Even at Cloutsham Farm there is nothing to suggest the existence of the madding crowd, except an estate notice to picnic parties, and another on the farm gate saying, "Hunt Staff only." The parish road is bare save for its golden carpet of beech leaves, and as one emerges on to Stoke Ridge a thick bank of fog comes down, obliterating that wondrous view over the moor and across the Channel to Wales.

To be quite truthful, fogs are not unknown on the moor, and I have known two out of three meets to produce no sport owing to this cause. Indeed, I imagine it would be quite possible to get "out of the frying pan into the fire" by leaving frost in the North only to find fog in the West! In fact, at times the fog hangs for days, nay, even weeks, on



A FRESH DEER JUMPS UP.

the hill tops, making sport impossible. However, we must hurry on, although one can only see a few yards beyond one's horse's ears—the net result of which is that we miss the lane down past the Quarme Harrier kennels and reach Exford by a more circuitous route. An enquiry as to whether hounds have gone on elicits the reply that "They be at Withypool by this time!" We are late indeed! However, we jog on; the road seems interminable in a fog, but eventually we come up with hounds, to find that, although we are very late, there is evidently no hurry at all, as it is as thick here as anywhere. No hunting for a while. However, after an hour's wait, shivering on the lee side of a beech hedge, the weather shows distinct signs of lifting. Evidently there is a scent to-day: hounds are very much on their toes, lashing their sides with their sterns, heads up to catch the tainted wind—a great contrast to the horses, which, with backs up, tails tucked in, and staring coats, look the picture of misery.

A distinct breeze is getting up. The fog clouds begin to drift, the hill tops to clear, leaving odd detached wisps of cloud hanging on the combes; a chill and wintry sun comes out, and with it all is animation. The pack are now hurried down and across the combe, and from the excited comments of a group of farmers I gather they are going to be laid on to a herd of deer, which to me are invisible on the opposite side. However, the deer have seen them coming, and I spot them for the first time, as they go bobbing and lurching over the brown heather with the peculiar ungainly action of the deer family. Quite a big herd, some twenty hinds and two stags—the lord of the harem and a hanger on, evidently. The hounds have caught a view also, and already are strung out in pursuit, while the two Hunt servants gallop to their work. It behoves us to "get a move on" also. So down we go, clatter and splash through the ford at the bottom, and then gallop up the steep track on the far side and up on to the steep shoulder of the moor. Before we are half way up my horse begins to blow, yet the grass-fed cobs of the farmers gallop on undistressed. I arrive at the top at last, and a bad last at that, to see the field galloping like blazes to my right, apparently in the track of the herd, while far below on my left I see the pack running towards me, the Hunt servants in pursuit. Ah, now I see: here comes his lordship, the big stag. Evidently they are on the wrong animal. Yes, sure enough the whip is riding to cut off the leading hounds; I can hear the faint reports of his whip thong even from here. Soon he has them stopped, and seeing the huntsman trotting off down another combe, I follow. No use going on without hounds, and anyway the field are long out of sight by now. In the bottom of the combe hounds can just own a faint line. "Hike (huic) ee thar! Hike, that's it!" first one hound, then another begins to own the line, and then, with a short-lived burst of melody, away they go. Now we must gallop on the top. Through the deep heather we fairly race. There is something peculiarly exhilarating in the swish of the heather against one's horse's legs. The going is good and sound also, and even the old horse enjoys the novelty, though doubtless *he* would



RUNNING TO HERD. HUNTED HIND JOINS UP WITH HIND AND CALF.



THE END. THE BARLE BELOW WITHY POOL.

prefer good, short, sound turf. However, all good things (and bad) come to an end; evidently the huntsman's keen eyes have spotted something we have not seen, for crack go the whips; hounds are again stopped and back we go. Suddenly from out of nowhere appear "the field," one of them signalling with a white handkerchief (sure sign of a "view" in the West Country). Away goes the huntsman, hounds at his heels. They are laid on, and away we go once more for a mile or so, then hounds suddenly change direction, down we drop into some enclosed land, and out of a boggy ditch up jumps a stag! We have evidently changed again. Another full stop, followed by a long consultation. These deliberate consultations so often carried on by the executive always strike the newcomer (particularly the fox-hunter) as one of the most unaccountable features of West Country stag-hunting. Yet in hind-hunting they are not quite so numerous as in stag-hunting, the long business of "tufting" being dispensed with in the winter sport, there being no necessity for the ladies to be "of a certain age," (*i.e.*, warrantable deer). The herds have long ago attained proportions where killing is a necessity, and the good old stag-hunting custom of ample law being given to the hunted animal has also consequently become more or less a dead letter.

As a result of the "powwow," we then trot off to draw a small plantation of wind-swept larches, out of which promptly jump a hind and brocket (young male deer). Hounds race them in view down through Zeal Brake to the Danesbrook, where fortunately they divide, the stag going "up away over," while the hind gallops "doon the watter." We pursue as best we may, the going not of the best, being along narrow sheep tracks "with a drop into nothen beneath yer." Arrived at the junction of the Barle, trouble begins again; the hind has got among fresh deer and the "field" splits up in every direction, as apparently do the hounds also. I pull up, and in a moment all is quiet; the last horseman has vanished. The roar of the water drowns all other sound, and nothing remains save the wild whirling flight of the disturbed pigeons above the woods to show that the hunt is up. I debate, being some twelve miles from home and wintry days being short, whether "home, John," is not the best course. Anyway, sandwiches are clearly indicated at this period of the chase, and while munching these I perceive two hinds and a calf come along the ridge above the woods which lie beyond the river. "That last hind gallops a bit stiff," I think, and I wonder if she is our quarry. A ringing view holloa from somewhere above me shows that some hidden watcher believes she is. In response to the holloa I hear the faint notes of the horn above the rush of water. We remount and canter up the stony path, and come on a group of farmers watching the distant hind through glasses. Suddenly on the green meadow below on the other side appear the huntsman and pack. Waving arms signal "up the water," and we see him lift his pack right on in response. Now we gallop, and far ahead of us we hear holloa after holloa, and as we come round the bend of the river the whip's whistle is also heard far above us. Splash through the river goes the huntsman girth deep, the hounds swimming across; down go their heads and away they go up into the opposite wood. What melody!

The going is rough here; meadows fenced with unjumpable banks, gates to be wrestled with and rocks and bushes that delay us. Rounding the next bend we hear the momentary clamour of "the bay," then silence. A hind, although she kicks shrewdly, cannot hold the pack at bay like her antlered lord. We arrive to see the hounds struggling in the water, and the whip and a farmer waist deep in the flood, administering the *coup de grâce*.

ANISEED.

PINE FORESTS OF GASCONY

BY DOUGLAS CARRUTHERS.

THE pine forests of the coast of Gascony are an interesting example of man's conquest over nature, for the sand dunes which a century ago were fast invading the cultivated land have been converted into a vast forest; thus not only has encroachment been arrested, but the waste lands have been made to produce timber of considerable economic value. It seems probable that in very early days there were vast *natural* forests of maritime pines, but at a certain period they suffered such destruction at the hand of man that they became almost non-existent. Maps of the early eighteenth century (1708) show clearly that only very small patches of forest remained, these being in the vicinity of La Teste and Arcachon. The result was that the sands began to encroach on to the cultivated zone inland. About the end of the eighteenth century the matter became of sufficient importance to attract the attention of the Government. In 1787 the first attempts at reafforestation were made on the dunes near Cap d'Arcachon. Success attended the venture, so that the work was continued on a larger scale. Certain areas presented great difficulties. The Landes coast proved itself



FOREST NEAR ARCACHON, SHOWING UNDERGROWTH AND RESIN POTS.

particularly sterile ; a lower stratum of very hard clay rendered the surface a sun-baked plain in summer and a marsh in winter. All attempts at afforestation failed until it was discovered that by digging deep trenches at intervals the soil became sweetened and drained to such an extent that the young forests established themselves. In consequence of this, each *commune* was forced by law in 1857 to undertake and carry out a scheme of reclamation over its own area, with the result that over two million acres have been brought under cultivation.

Elwes refers to the Landes plantation as " being probably the most extensive ever created by the hand of man." The forested area now extends from the mouth of the Gironde in the north to Biarritz in the south, the main line from Bordeaux to the Spanish frontier passing through the middle of it. Eastwards the forest finds its limit in the Gironde valley, where sunny vineyards form a striking contrast to the dark palisades of pine trees. In their present state these forests are a most interesting study in scientific afforestation.

The maritime pine or cluster pine (Pinus pinaster) is without equal for cultivation in poor soil, and will thrive even in pure sand. It withstands the winds of exposed situations, and does not even object to saline soil at its roots. It sends down a long tap-root which, although supplying nourishment and stability, also makes it a difficult tree to transplant. I have dug up an 18in. seedling which had a tap root 2ft. in length ! These forests are now, of course, self sown. The regeneration is amazing. On a square yard of ground, chosen at haphazard, I have counted thirty to forty seedling pines. Rabbits or hares are, of course, practically extinct. The foresters thin out the trees when about 30ft. high—*i.e.*, twenty-five to thirty years old—to about 3yds. or 4yds. apart. At this stage they are suitable for pit-props and posts, each tree supplying on an average two posts of 9ft. and two pit-props of 6½ft. A later thinning allows the remaining ones to stand permanently at 5yds. to 6yds. apart, when they grow to 60ft., 80ft. and even 100ft. in height. The girth of the biggest tree I saw near Arcachon measured 85ins., but in the local museum there is a section 110ins. in circumference. In Great Britain the maritime pine has attained the height of 95ft., and girths of 18ft. have been recorded.

A peculiarity of the maritime pine is its tendency to keep its lower branches. I have seen isolated specimens of middle-aged trees with their lower branches sweeping the ground. Even in close plantations the foresters are able to take off much in the way of lower branches, which are their perquisite. In spite of this the amount of light and air which penetrates is shown by the abundance of undergrowth. One of the most beautiful sights I have ever seen is the jungle of gorse and broom in full bloom under that canopy of tall pines, the rough, deeply indented red trunks standing up clear for a height of 70ft. or more out of the golden undergrowth. The ground also supports grass, moss, heath, brambles, honeysuckle and a small cistus.

The principal use of the timber is for pit-props, railway sleepers and fencing posts. In addition these pines give a by-product even more valuable than the timber. The forests of Gascony are the main source of the world's resin supply. Every yard of forest is worked systematically to produce the greatest possible quantity of resin up till the last moment before the trees are doomed to be felled. Trees destined to be taken out at an early thinning are tapped quite young, but those destined to stand as permanent forest are not tapped until twenty-five years old, the reason being that the stripping of the bark saps their vitality. The *resiniers* work the forests in sections. In the month of March they go round with an instrument rather like an ordinary draw-hoe, only slightly curved and very sharp. With this they strip off a narrow patch of bark about 3ft. long near the base of the trunk. At the bottom they insert a piece of zinc to catch and guide the resin as it drips down into a little earthenware pot which is fixed immediately below the zinc by a single 3in. nail. A *resinier* will work from 300 to 500 trees a day. The season continues till October, when the pots are collected, some full, others partially so, according to the yield. The following year another strip of bark is taken off above the last year's incision, and so on year by year until the trunk is gashed to a height of 12ft. to 15ft. Then a new start is made at the base on another side of the tree. An old tree will show scars all round its stem in all stages of healing. The oldest wounds will have almost disappeared,



A PART OF THE ORIGINAL PLANTATIONS NEAR ARCACHON.

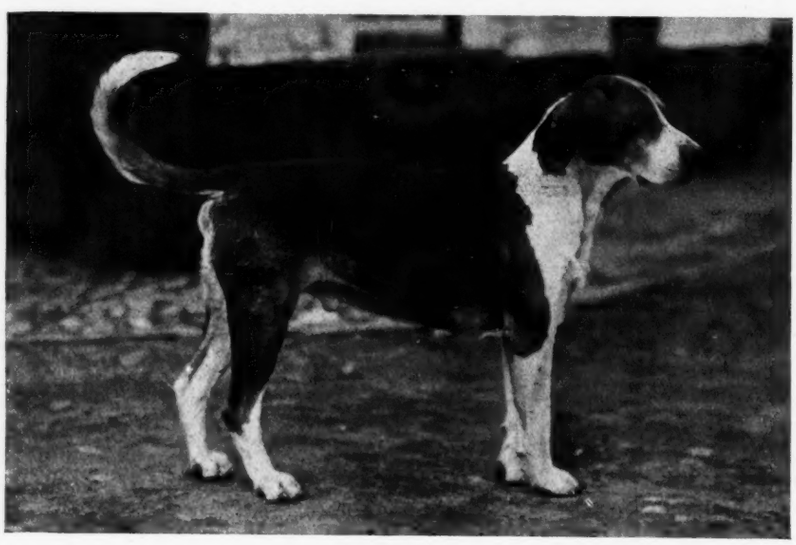


SAND-DUNES ENCROACHING ON TO THE FOREST.

the bark having grown over and met; others would be partially healed, the recent ones still quite raw. Old trees destined to be cut down are tapped *ad lib.* without consideration; death inevitably ensues. In these cases the trunks are gashed on all sides at once in perhaps half a dozen places, and a ring of little cups catch the resin, which oozes out and hangs and drips like glittering dewdrops, forming a girdle of gems dancing in the sunlight. The forests are the property of the State and also of private owners, the communes upholding certain rights which have been in their possession for hundreds of years.

THE YORK AND AINSTY HOUNDS

THE story of the York and Ainsty pack now in the kennels is the history of the way in which a succession of able Masters and huntsmen have built up a pack for the country on the foundation of Belvoir blood. The kennels which, more than any others, have helped to lay the foundation of the York and Ainsty were Bramham Moor, Belvoir and Milton. But it was in the Mastership of Colonel Fairfax that certain Belvoir strains were introduced into the kennel, making the York and Ainsty one of the foremost in work and quality of the provincial packs. There was much good blood in the York and Ainsty kennels before; but in this case, as in so many kennels and studs, one sire remade the pack. When the right sire appears, be it in kennel or racing stud, the whole is, so to speak, renovated and renewed, and hounds and horses far superior to their parents are produced. When into the kennels at Acomb Colonel Fairfax introduced the blood of Belvoir Fallible the results were striking. In 1882 there were ten couple, sons or grandsons, put on. Fashion, a York and Ainsty bitch, had a good litter to Fleecer, by Belvoir Fallible, thus bringing to the kennel a very happy combination of Belvoir, Bramham Moor and Milton blood. Of this litter was Fluent, whose nose was wonderful. One hot day, with a bright sun, hounds were brought up by a stretch of bad scenting ground near Huby. Then Fluent came to the front and led them all until, changing cold plough for grass, the pack were able to hunt along merrily once more. Indeed, all the descendants of Belvoir Fallible had this gift of hard and successful work on a moderate scent—a quality most necessary in a country like the York and Ainsty. This dog was much of the stamp we find in the York and Ainsty—rich colouring, clean shoulders, deep chest and well sprung ribs, the type of a worker and stayer.



W. A. Rouch. VANDYKE. *Copyright.*

As we have seen (and the further we dip into history and pedigrees the more clear it becomes), the York and Ainsty pack had its foundation deeply laid in the best strains of working hounds in England: but that is not enough to make a pack. Every pack of hounds requires to be adapted to the particular country in which it is called upon to hunt. The way in which the huntsman handles his hounds must affect a pack greatly. One of the best Masters the York and Ainsty ever had was Sir Charles Slingsby. He was greatly opposed to lifting hounds—at all events, in a country like the York and Ainsty. He realised that in a cold-scenting country patience, perseverance and self-reliance were necessary to a pack if they were to show sport and kill foxes in such a country as the York and Ainsty. But these qualities were not enough, for the country is strongly fenced. The enclosures are seldom larger than from ten to twelve acres, and hounds in such a country need staying power and resolution to cross the plough, to push through the hedges and clear the drains. We shall notice from the portraits given here that the York and Ainsty hounds are a pack notable for their good substance, well sprung ribs, powerful loins and great depth. There is no lack of hereditary intelligence: the story is still told of how Barmaid, one of the pack with which Sir George Wombwell showed great sport, swam out to the fox in a pond and brought back his body to her huntsman. But the years when the virtues of the York and Ainsty pack shone most plainly were those of the Great War, when, with a reduced pack and with all the difficulties of feeding to contend with, Lord Furness and Cumpstone managed to show some first-rate sport. I have never had much patience with the excuse made so often during the war that hunting was carried on not for the sake of sport; for it was the sport they showed that enabled the York and Ainsty to do such work as they did for those at the front. There was no country that had more followers in khaki, and that, too, of men who were home on leave, and who were cheered and invigorated by a gallop with the famous county pack before they returned to the front. Somehow or other the pack was kept up in those years, and when the war was over there was the same dash and drive on the grass, the same perseverance on the plough, the same boldness and resolution in crossing the country and dealing with the fences, which these hounds had always shown. As an example, let us take first Vandyke. This hound was put on in 1916. He is by Lord Zetland's Trampler and is grandson of Belvoir Wizard, son of Weaver; to this last-named famous hound Vandyke bears a remarkable likeness; he has the same great depth and good bone. Vandyke, I am told, inherits the famous deep rich note proclaiming a find that his great-grandfather, Weaver, was remarkable for. Vandyke has two crosses of Grafton Woodman in his pedigree. Grafton Woodman has had, perhaps, more influence on the working power of our modern fox-hound even than Belvoir Gambler himself. His name is to be found in the pedigree of most of our best workers, and when a hound proves himself a notable finder of foxes or a determined holder of the line down a road, we say to ourselves, "Woodman again!" Good shoulders, depth of girth and powerful loins are also seen in Vandyke's half-brother, Twister (also by that admirable son of Belvoir Weaver, Zetland Trampler). The beautifully coloured Wildboy is from Belvoir, and Rodney is by that excellent working sire, Belvoir William. But we must come back to Vandyke as the pride of the kennel, for the Master and huntsman have given us the warmest testimony to his value as a worker by the use they have made of him and by the fact that there are no fewer than ten and a half couple by him in the present year's Hound List. A friend who has been stationed at York told me that this pack have beautiful music in cover and plenty of drive outside, and this gift is an inheritance from Belvoir Fallible and, in later years, Weaver and Wizard of that kennel.

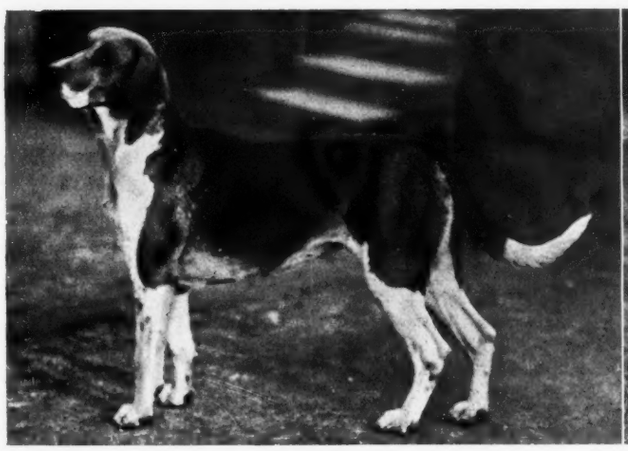
We have already seen what the opinion is of Vandyke held by the Master and huntsman. We have further evidence in the two bitches which are portrayed here; Vanquish and Vanity are two lovely bitches, with "fox-catcher" written all over them. Vanquish is of that sharp, keen type which is untiring in work and bloodthirsty at the kill; she is one of the sort I should expect to see stretch out and come to the head of the pack when the fox was sinking. Her own sister, Vanity, is one of the thoughtful, brainy type that make their own casts and so evidently think out for themselves the line of the fox. The dam of these bitches was the Southwold Wristlet, and thus they bring into the York and Ainsty kennels through Stormer another strain of the Brocklesby Rallywood—Belvoir Weathergauge family. Wristlet's dam, Wrathful, was one of the wonderful pack of bitches Mr. Preston Rawnsley left in the Southwold kennels. The other two bitches are both by the Zetland sires which have proved so useful to their neighbours, and we cannot leave them without noting the substance and power of Welcome. In common with all these hounds she has beautiful legs and those round cat feet which have been often a subject of controversy and



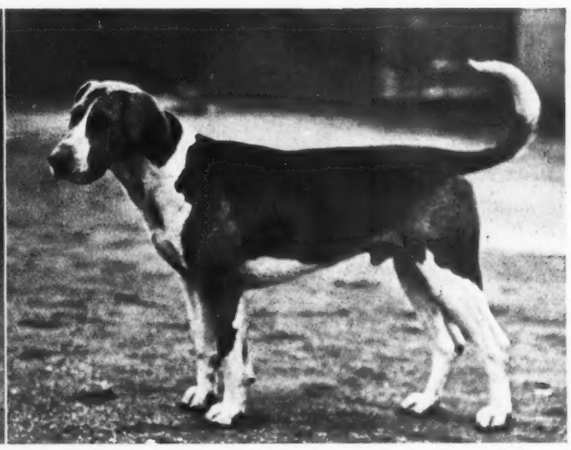
NEEDFUL.



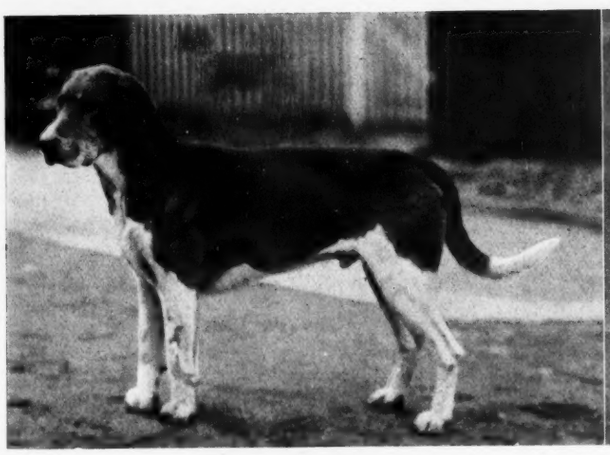
WILDBOY.



VANITY.



BARMAN.



RODNEY



TWISTER.



W. A. Rouch WELCOME.



VANQUISH. *Copyright.*

criticisms. Well, facts are worth any amount of theory, and I have tried to collect opinions from Masters and huntsmen as to whether the cat foot stands work on such hard ground as we have had during cub-hunting. The answer is that there have been far fewer hounds than they expected laid up and that the hounds' feet have stood their work well. It is interesting to note that Princess Mary's future country home, Goldsborough Hall, is situated within the limits of the York and Ainsty Hunt, although, no doubt, the principal interest of Lord Lascelles and his wife must necessarily be with the Bramham Moor. At their door the Princess and Lord Lascelles will have the famous fox coverts of the York and Ainsty—Goldsborough and Ribston, from which the county pack brought off a good hunt only a short time ago. X.

SOME DEFECTS IN SPINNING PIKE BAITS AND WAYS OF REMEDYING THEM

By Clarence Ponting.

WHEN one thinks of the improvements which have been made in the accessories used by sportsmen during the past forty years, it seems a remarkable thing that fishing has practically stood still as far as spinning baits are concerned. The same designs are being used to-day, in some cases under the same names as those which were described and illustrated in the piscatorial books of 1881. This cannot be due to perfection in design, because, as every practical pike fisher knows, the perfect spinner has yet to be invented. The patterns now on the market—and their number is legion—have some little defect which prevents the term being applied to them. There is one which nearly approaches perfection, but it was known and used forty or more years ago. It is mentioned in a volume of "The Practical Fisherman," by J. H. Keen, which was published in the year 1881. In this book it is named "The Wheeldon Spinner," although sold nowadays as "The Cartman."

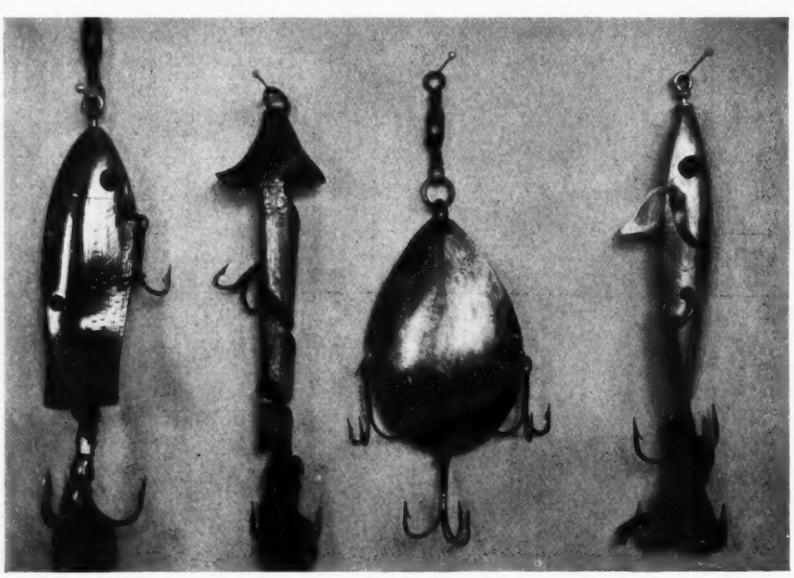
The book describes the "Wheeldon" or "Cartman" spinner as follows: "It consists of a hollow piece of silver-plated metal shaped like one half of a fish. In this hollow is placed the sinker, painted red. Flanges or fins of a rather large size are fixed, as usual, at the head part of the bait, which has its hooks well arranged." This is almost my ideal of a pike spinner. It is the length of a sprat, spins with that slow wobble which makes the dead bait spun on a flight so attractive, has the weight in the bait, looks like a sprat when spinning, and the situation of the spinning flanges makes it almost impossible to spin it at the absurd speed of, say, "The Devon," for instance. But there is one weak point in its construction, and that is the soft brass central pin on which the bait revolves.

There are three illustrations of artificial spinners in this book, "The Cleopatra," which I cannot find in a modern catalogue, but which, from its novel design, should, in my opinion, prove a good killer. The book's description is: "Made of either nickel plated or gold coloured material, and consists of segments riveted loosely, so that the bait while spinning has a livelier movement than an entirely stiff arrangement."

The spoon bait, which is still such an excellent lure for pike, is also illustrated, and remains unaltered after forty years. The illustration of "The Clipper" bait which can be purchased in any tackle shop to-day, might have been a reproduction from an angling book published this year, instead of 1881. In no way has it altered except in the arrangement of the hooks, the shoulder hook of 1881 having been discarded in the 1921 patterns. It is made in two halves, down the middle of which runs a small brass tube, and through which passes a soft brass pin, the ends terminating in loops to which are attached the running line and tail triplet. This is a wonderfully good spinner for pike, but it has one or two objectionable features which one would have expected tackle-makers to have discovered and rectified during forty years' experience. The first and worst defect is found in the tail hook. This hook is fixed to the central wire round which the bait revolves by means of a small split ring, and enables the triplet to swing freely in any direction. What happens is this. When in use the swing of the rod which hurls out spinner and line causes this triplet hook to blow backwards during its passage through the air, and in nine cases out of ten allows the hooks to fall over the salmon gut or gimp. This makes the spinning of the lure an impossibility. Instead of spinning like a silver streak, it comes in with a silly, swaying, half-drunk motion which should put any self-respecting pike on its guard at once. The fault can be so easily rectified that I wonder makers have not given the matter attention. As these tail hooks do not revolve with the bait, there is no reason why they should not be made to project stiffly from the pin as a fixture. The purchaser can accomplish this by two or three turns of fine copper wire, but why leave it to the purchaser?

The second fault lies in the central pin, which, to prevent rust or corrosion, is made of soft brass wire. This pin runs through a tiny brass tube, and when the pin is straight provides a bearing on which the spinner revolves.

But why have manufacturers retained that soft brass pin for nearly half a century? So soft is this pin that the mere act of throwing often enough will bend it. Should the bait, through some accident, strike a tree or other hard object, such as sometimes happens when casting in confined situations, it can never be got straight again by means of the fingers. The only thing to do is to unsolder the two halves, straighten the central wire, and re-make the whole thing—a process which I have had to follow more than once.



SPINNING BAITS FOR PIKE.

Reading from left to right: No. 1, Clipper Bait; note method of fixing treble on back of bait. No. 2, Corkscrew Bait; home-made, 3ins. long, rather rough, as only experimental model in tin. No. 3, home-made large spoon bait made from large kitchen spoon; note three treble hooks which revolve with spoon on rings. No. 4, 3in. Cartman Spinner; note additional large treble hook in stomach of bait which revolves with spinner; effective for fish which take the bait across. One of the best artificial all-round spinners, and very effective in clear water. Tail treble hook does not revolve.

The Clipper bait is made in two sizes, one for trout and perch, and the second for pike. The pike one is very strong and heavy

and unsuitable for summer river fishing. Its weight causes it to sink to the bottom the moment it touches the water, and unless the reel is put in motion at that moment, it is almost certain to get a hold on the weeds, which makes a parting between bait and running line inevitable sooner or later. Then, again, the twist of the tail is apt to prevent the pike from biting firmly on that back treble hook. The old fishermen evidently experienced this, for in the 1881 illustration there is a treble hook in the shoulder of the bait. I drilled a hole in my bait and inserted a small triangle hook on a small ring, because I so often found that the pike took the bait across the body; the twist in the tail prevented the tail hook from coming into contact with its mouth when struck. But the treble hook fixed in the shoulder of the bait caused it to cross the line at almost every throw—probably the reason why modern tackle-makers have discarded it. However, I found that I could retain this hook without fouling the line by drilling a second hole in the underpart of the fish, through which is passed a piece of copper wire which is taken over the shoulder treble in such a way that it is firmly fastened along the back when the wire is twisted up with a pair of pliers. This hook then lies along the top of the back of bait and makes sure of any fish which may take the bait across.

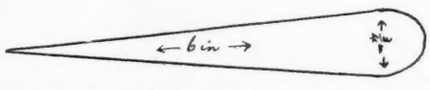
The correct size of a spinning bait is really difficult to determine, because the larger and more weighty the lure, the more difficult is it to spin. Three inches is quite large enough to spin comfortably, and if made of brass or German silver is sufficiently heavy to enable the angler to dispense with weights on the gimp or running line. But at the same time it suffers from the disadvantage that quite small pike or perch can take it. Only last week I caught a 9oz. perch on the 3in. Cartman fitted with huge treble jack hooks, and in the summer, with the same bait, I hooked and landed one which was very little bigger than the bait. When fish of this size will persist in running at the lure, who shall say what size our baits should be? With the idea of preventing these small jack from taking the spinner, I have been experimenting with some home-made baits. The spoon is still a capital lure for pike, but on account of its small size is apt to attract the undersized pike. I have made a big spoon bait from a tablespoon by cutting off the handle and drilling three holes for the hooks. These are medium pike triangles mounted on rings, as I found with the large hooks the bait would not wobble and spin. The three sets of hooks are necessary on account of the large area of plain spoon available for the pike when biting across the bait. The inside is painted with scarlet lake oil colour and varnish, and the outside is left nickel plated. In use the sink and draw motion best suits this large spoon, when it will spin and wobble alternately as the point of the rod is lowered or raised.

Another bait which I have made is "The Corkscrew." This is only as yet in the experimental stage and is made of stout tin. So far it has proved quite satisfactory. Being an unfailing spinner, it cuts through weeds well on account of its weight, which is only half an ounce, looks like a fish when spinning, will spin at all speeds of the reel, and can be made out of an old tobacco tin. If, therefore, one does leave the bait occasionally in the weeds, it is an easy matter to make another for a few pence. It will be seen in the photograph of baits, and the diagram will explain the manner of making. The one illustrated is gilded on the outside, and coloured red in the inside of the twists.

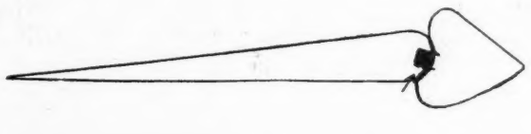
INSTRUCTIONS FOR MAKING CORKSCREW BAIT.

For a 3in. bait, cut head of spinner as shown in the diagram, 1⅛in. by 1¼in. Then cut out flat strip of tin 6ins. long by ¾in. or 1in. wide, rounding the broad portion and bringing the other end nearly to a





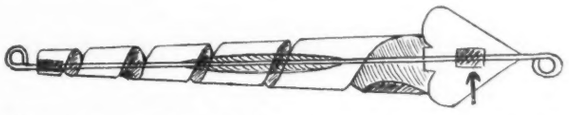
point. Then solder the head of bait on to the broad portion at about the angle in the illustration. If soldered in line with flat tin strip, the head will not come straight with the bait when rolled. Next roll the flat tin strip spirally round a thin pencil,



leaving a gap or space between the tin edges of about ⅛in. Obtain a piece of hard brass wire 2mm. in thickness and 4ins. long. Turn the ends into loops with a pair of round-nosed pliers after moulding ½ oz. or ¾ oz. of lead on the centre.

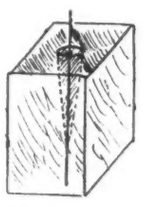


Then solder this wire strongly at the head and tail ends of the bait. Attach a small split ring to each loop to take a



swivel at head and a triangle hook at end, covering the hooks with scarlet floss or worsted. A second hook can be attached on the wire near the head if desired.

The lead is moulded on to the wire by taking a tin of sifted sand made slightly damp. In the centre of the sand push down the tapered end of a penholder to the depth of about 1½ins. Then push the wire into the sand, which will hold the wire upright in the middle of the mould. Then pour in the molten lead which





will be more or less wedge-shaped and file into a tapering point at the thick end. The triple hook on tail must be free to swing easily or the bait will not spin.

THE IMPORTANCE OF COLOUR WHEN WATER IS CLEAR.

I am aware that pike are fish which possess a very small amount of brains, but it seems to me that there is a better chance of deluding the fish if tackle makers would give us more spinners which look like fish *when turning over in the water.*

Some of the present-day specimens of fish-shaped spinners make an enthusiast's eyes open and his mouth water as he looks at them in their neat little card boxes. They are all beautifully lifelike in form, and the colours make one think that a pike cannot possibly resist them. But purchase one and spin it in the water, and away goes all resemblance to a fish. Apart from the nickel spinners which do look like fishes when spinning, I do not think that any bait looks so much like a fish in the water as does the Wagtail. Brother fishermen all know that absurd-looking (in the shop) lure made of two pieces of flat rubber, painted brilliant blue on one side and aluminium on the reverse. But spin it in the water, and it is a living, flashing desirability—at least, that has been my experience with pike.

Colour in baits undoubtedly plays a part in the capture of the pike. When, as in the present year, we have the rivers below the normal level and gin clear in December, the nickel spinner is of little use. I have repeatedly seen pike follow the nickel lure right up to the bank and there leave it. A dull-coloured Wagtail, either blue or brown, seems the only thing which will move them to action when water is gin clear. Better sport is generally obtained with live or dead baits under such conditions.

It is not a bad plan for the fisherman to paint his spinners for himself and thus put his theories regarding colours into practice.

I have fished the Thames with all manner of artificial baits painted in a variety of colours, in all weathers and at all times. I have fished in the early summer mornings before the sun has risen, and still been wetting a line long after it had gone to rest. I have fished when the frost has been so severe that I have had to melt the ice from the rings by means of my mouth, using in all cases an artificial bait of some kind.

The conclusion which I have come to after such a series of experiences is this: If the fish are on the feed, they will take any kind of artificial bait, and take it spun fast or slow, high or low. But after a drought and the river is gin clear, one has to camouflage the bait by means of colours, make it appear to be swimming without mechanical aid by means of a salmon gut or Jagut (Japanese gut substitute; a cheap and reliable article), trace of at least a yard in length, and stand well away from the water when making a case and reeling in. If one goes right to the edge the fish can see every movement made in casting. Should a hungry pike follow the bait, it will leave it with a swirl some yards from the brink if the angler persists in standing right on the edge. I have found in clear water that a kneeling position helps to fill the creel.

COVNTRY HOMES GARDENS OLD & NEW

SLINDON HOUSE, SUSSEX,

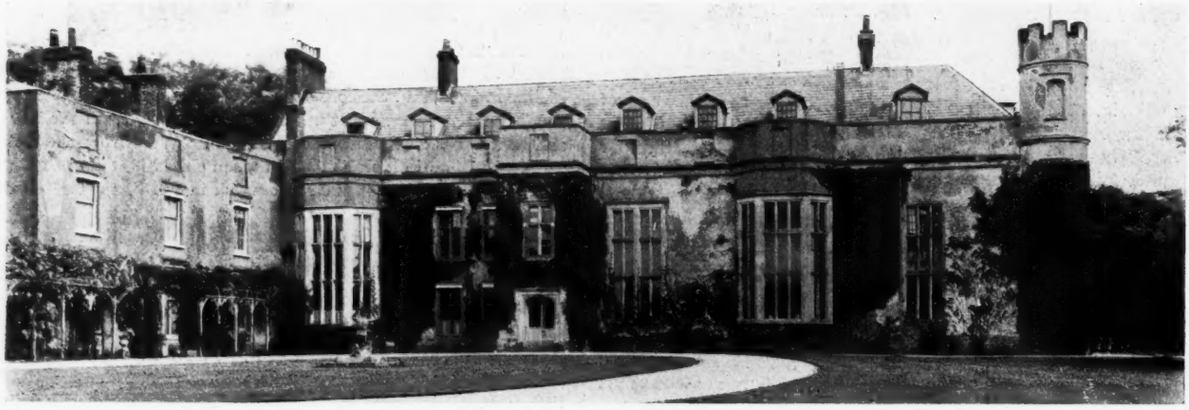
THE PROPERTY OF

MR. F. WOOTTON ISAACSON.

SLINDON HOUSE is chiefly remarkable for two things—its exceptionally beautiful situation and the curious history attaching to the house. To take the history first: we know that the Manor of Slindon was granted by King Ceadwalla, in A.D. 684, to Wilfrid, the Apostle of the South Saxons, it being then an appendage of Pagham, which also was bestowed by Ceadwalla on Bishop Wilfrid. Soon after Wilfrid's time the manors of Slindon and Pagham passed to the Archbishops of Canterbury.

In 1086, when Domesday was compiled, Earl Roger de Montgomery, the powerful kinsman of the Conqueror, was in possession of Slindon, as of much else in the lands and houses of West Sussex; and, as he was a great builder of churches, we may assume that he rebuilt Slindon Church, and that a round-headed slit window with narrow splays, high up in the north wall of the nave, is a relic of his sway here. In 1108 Henry I, at the request of Archbishop Anselm, restored the manor to the primatial see of Canterbury. Slindon was then, and till Archbishop Cranmer's primacy in 1539, one of the chain of manors in Kent, Surrey and Sussex, used by the Archbishops in their progresses to administer the business of the province. These manors, with their houses and lands, were "peculiars" of the primatial see and removed from the jurisdiction of the Bishops of Chichester; hence a fruitful cause of episcopal squabbles in the centuries before the Reformation. Mayfield, near the Kentish border; South Malling, near Lewes; Tarring, by Worthing; Slindon and Pagham constitute the Sussex chain—a day's journey apart in those days—and in each case relics of the great house, or palace, of the archbishops remain.

There were Deaneries of South Malling, Tarring and Pagham from a very early date, and the respective manorial rights of the Primates and the Bishops of Chichester were delimited by Archbishop Lanfranc and Stigand, Bishop of Chichester, between 1070 and 1087. Lanfranc had considered that his prerogative as Metropolitan had been infringed by Stigand, and wrote warning him not to interfere with certain parishes in the diocese, the clergy of which were to be exempt from attendance at diocesan synods and from responsibility to their officials. The archbishops even established an *imperium*



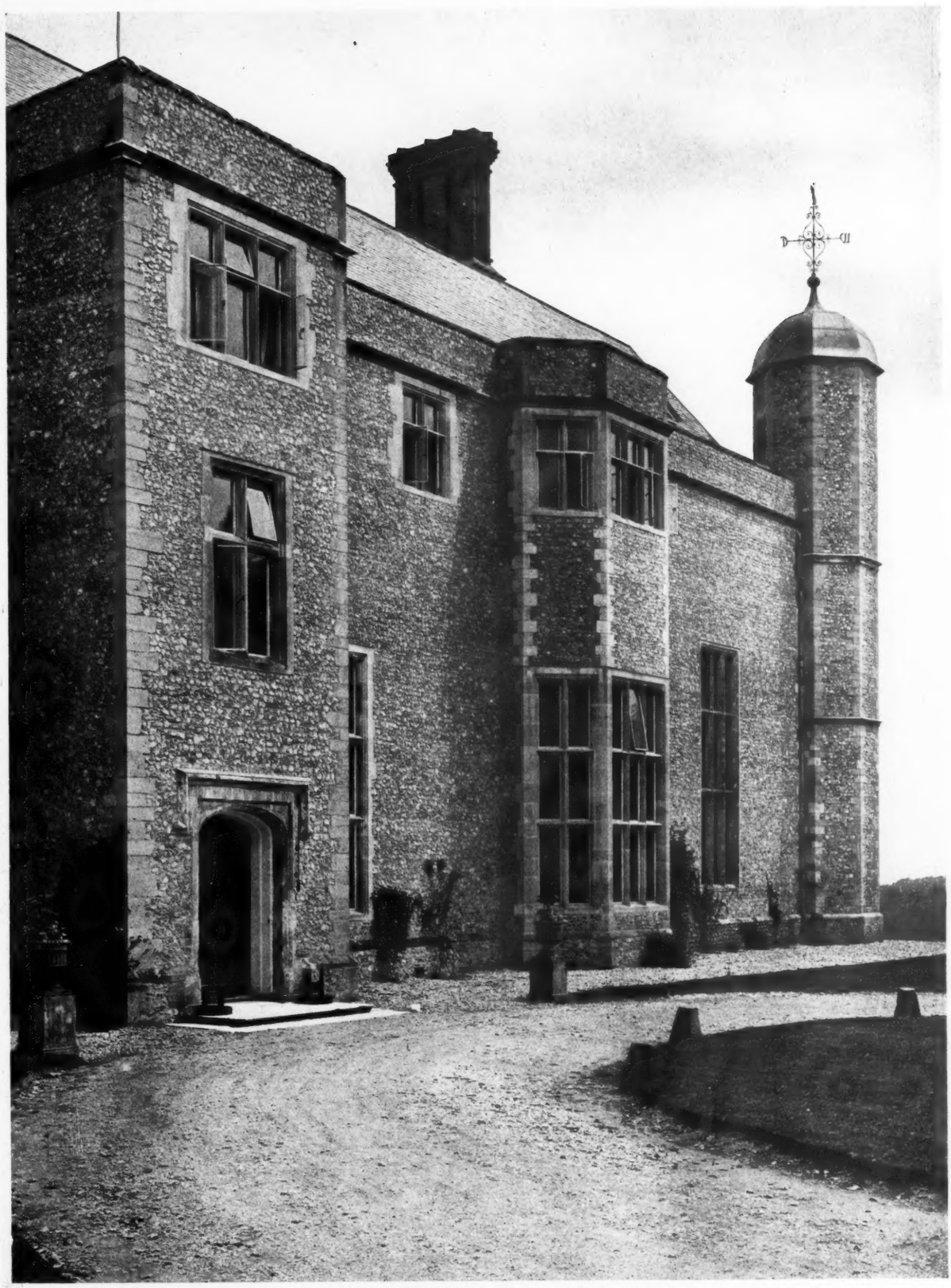
SLINDON PARK: THE WEST FRONT BEFORE RESTORATION, AND EIGHTEENTH CENTURY WING NOW DEMOLISHED.



Copyright.

THE WEST FRONT AFTER RESTORATION.

"COUNTRY LIFE."



THE TRIPLE-STORIED PORCH AND BAY WINDOW OF THE GREAT HALL, AND THE SOUTH-WEST ANGLE-TURRET.



Copyright. THE GREAT HALL BEFORE RESTORATION. "COUNTRY LIFE."



Copyright. THE GREAT HALL AS IT IS TO-DAY "COUNTRY LIFE."

in imperio in Chichester itself, of which "The Pallant" (*i.e.* the Palatinate) is tangible evidence to this day.

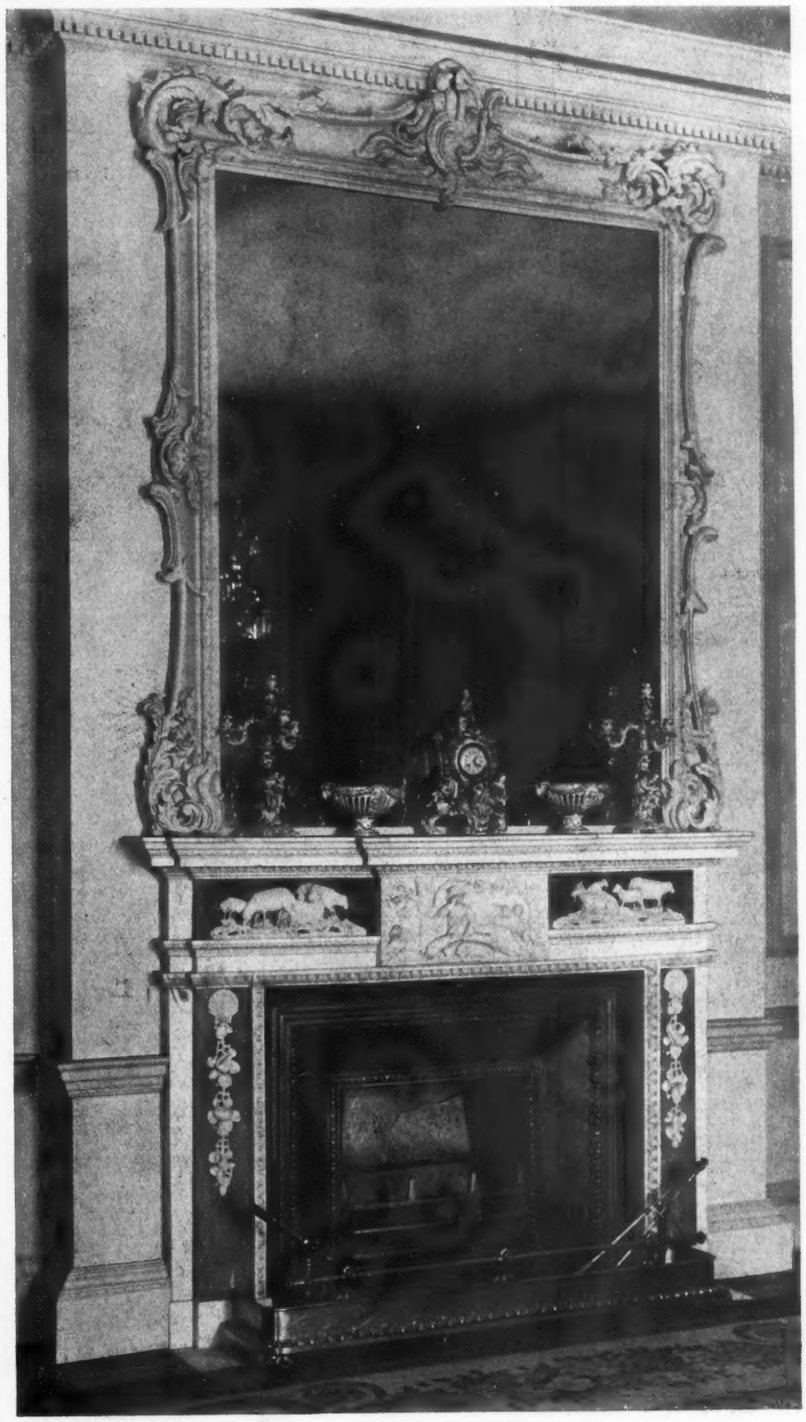
Just as Tarring, with its ancient fig orchards, is rich in memories of St. Thomas à Becket, and of that other sainted prelate, of whom Sussex may be justly proud, Richard de la Wych, Bishop of Chichester: so also Slindon is specially linked with the great primate and statesman—intermediate in date between these two—Stephen Langton, champion of the ecclesiastical and secular liberties of England against the tyrant John. His is the first subscribing name to Magna Carta. He is said to have had a peculiar affection for his manor of Slindon, and actually to have died here, July 9th, 1228. "Cantuar: Archiepus apud Slindonam, manerium suum, vii Id: Jul: diem clausit extremum." Archbishop Boniface dated a decision from Slindon in 1259.

Cranmer, who exchanged Slindon with the King for other lands in 1539, is said to have been the last archbishop to reside here; and in Mary's reign the manor was granted to Anthony Kempe, Esq., of the great family of that name settled at Ollantigh in Kent. In 1647 we read that "Thomas Kempe of Slindon, Esq., hath by both Houses of Parliament been admitted to his fine of £230: he having deserted his dwelling and resided in the enemy's quarter." A descendant in the fifth generation, Barbara Kempe, heiress to the estates, married James Bartholomew Radcliffe, Lord Kynnaird, afterwards Earl of Newburgh, in 1749. The son born of this union, Anthony James, Earl of Newburgh, dying in 1814 without issue, the title passed to his cousin Vincent, sixth Prince Justiani, whose great-grandson is the present earl. The widow of Anthony James lived at Slindon House until her death in 1861, when Colonel Leslie, K.H., took possession, through his second wife, Miss Mary Dorothea Eyre of Hassop, by whom he had no issue. It was recently acquired by the present owner, Mr. F. Wootton Isaacson (with whom resides his sister Violet, Lady Beaumont), and who has carried out large works of restoration and refitting—almost amounting to a re-building. After its acquisition by the Kempes in the middle of the sixteenth century, Sir Garret Kempe partly rebuilt the mediæval house, early in the reign of Elizabeth (about 1560), and a great part of this Tudor mansion has survived later alterations and partial rebuildings of the seventeenth, eighteenth and nineteenth centuries. The twentieth century, while effacing more modern work of a disfiguring nature, has added a considerable chapter to the architectural history of the house.

The situation is singularly beautiful. Surrounded by a lovely park full of ancient beeches and other fine trees and backed by wooded hillsides, it stands amid its grassy uplands on a considerable elevation—a spur of the Sussex downs—with a clear view of the English Channel some six miles away.

The following remarks apply more particularly to the old house before the recently completed alterations, carried out under Mr. Mervyn Macartney, F.S.A., F.R.I.B.A.

The old house had a very irregular plan, consisting of what may be termed a forebuilding, oblong and rectangular, having its principal or entrance front to the west, with sham round turrets at the west and east angles, a wing at right angles to its northern end, and in the rear, to the north, a picturesque gabled and bow-windowed group of buildings, half buried in beeches and undergrowth, which contains kitchen offices, the servants' quarters and a number of bedrooms. The forebuilding was of Tudor or Early Elizabethan date, Sir Garret Kempe's work, incorporating a quantity of twelfth and thirteenth century walling and wrought stones, a good deal patched, and tricked up in "Roman" cement at the end of the eighteenth century. It has spacious and lofty drawing and dining-rooms opening off the projecting porch, and is chiefly of one storey with dormer-lit bedrooms over in the roof. The western or entrance front, besides its tall porch with a Tudor-arched doorway under a rectangular label, has two three-sided bay windows mullioned and transomed in three tiers, and other windows to match in the adjacent wall; but most of the stonework of these is modern restoration, and much of the flint walling and the parapet is stuccoed, or was



Copyright.

A DRAWING-ROOM FIREPLACE. "COUNTRY LIFE."

before the recent repairs. There are, however, many original brick chimneys and mullioned windows with square labels, and gablets with moulded stone copings and knee-stones in the rear buildings, which are genuine work of mid-sixteenth century date; the flint walling here was faced with a shaggy roughcast, which also may have been ancient. It is possible, thus, that much older work—remains of the archbishops' house—was embedded in these parts, hidden by the stucco and other facings. An early fifteenth century gate-house,



Copyright. TWO OF THE NEWBURGH CHAIRS. "COUNTRY LIFE."

retaining its flint and stone dressing, a massive buttress, and a good elliptical-arched fireplace, still forms the main entrance-lodge.

Most of the modern interior enrichments of the dining and drawing-rooms, including flat ceilings of carton-pierre, pilasters of plaster and classical arches of stucco—all of poor early nineteenth century work—have been swept away in the recent works and more appropriate plenishings substituted.

The late Dr. Arnold, writing in 1874 ("Sussex Archæological Collections, xxvi, 267) of the repairs then being carried out, speaks of the extensive rebuilding that must have taken place in the middle of the sixteenth century and the alterations in the eighteenth century, when part of the south front was removed and an entirely new one, with the sham castellated angle turrets, built. He remarks that, "the *outside* of the sixteenth century work is now partly *inside* the eighteenth century additions, and the old windows and fireplaces, etc., are now beginning to reappear. Three places of concealment have been found,



Copyright. MARBLE-TOPPED TABLE WITH GILT CABRIOLE LEGS. MID-EIGHTEENTH CENTURY. "COUNTRY LIFE."



OLD FIREDOGS' WITH "I H S."



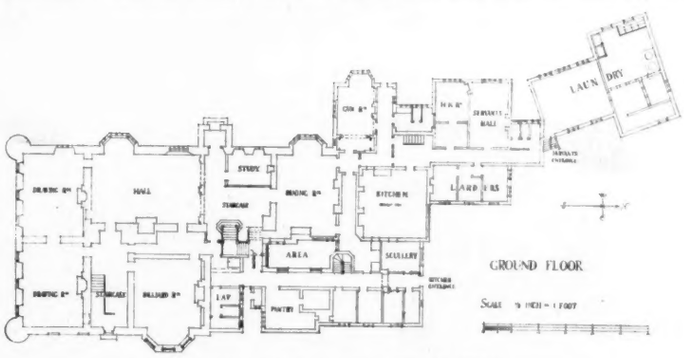
ELIZABETHAN FIREBACK DISCOVERED DURING RESTORATION.

two communicating with the basement, and one with the roof; in the latter the leathern straps to enable the fugitive to pull himself up still remain. They are known to have been used up to the eighteenth century." It is practically certain that these were used as "priest's holes" in the days of recusancy.

Three visits to the house since its remodelling by Mr. Macartney enable a fair estimate to be formed of the many changes in external appearance and interior arrangement. Externally, the chief differences are the removal of the modern battlementing and the replacement of the cupolas on the turrets. The walls, mainly built of chalk and rubble, were cased in split flints set in cement, in place of the patchy roughcast. Judged as new work, the main fronts show a sober and dignified treatment of mid-sixteenth century design; the key to which has been given by the features of the main entrance front, shown both in its past and present states in the accompanying photographs. Except for the preservation and incorporation of these old features, *e.g.*, the bays with their tall transomed windows and the entrance doorway—Mr. Macartney seems to have frankly abandoned any theory of restoration, and to have aimed more especially at sweeping away shoddy modern work and producing a stately, yet homelike house; and if this were his aim, he has amply succeeded. One gathers, on the other hand, that the circumstances and the time in which the work was undertaken—at the commencement of the war—did not favour archæological research of an exploratory nature; and some of the few early features—relics of the Archbishops' House—discovered in the walls, were not preserved. It is, at first blush, not a little surprising that in a work almost amounting to a re-building there should be practically nothing to show of archæological interest resulting from the work—a fifteenth century doorway and some late mullioned windows—and no minor objects of personal use.

The remodelled great hall is spacious and lofty, well lit by its tall western windows, with oak floor. The modern floor girders that carry the upper storey are cased in plaster, beautifully moulded in foliage, and the same treatment is applied to the ceiling beams in the dining-room, in which also is a fine carved stone sixteenth century fireplace, imported from elsewhere.

To the left of the main entrance is the small green drawing-room. The finely carved oak staircase, rising from where the ancient buttery used to be, is a notable addition and replaces



GROUND PLAN AFTER RESTORATION.

an insignificant eighteenth century staircase. Beyond this is the well proportioned dining-room—formerly the kitchen—the most ancient part of the house. Mr. Wootton Isaacson's smoking-room is also on this side, and is entirely of modern date, as are also the present servants' offices. In the rear of the great hall is the large drawing-room, a fine and lofty room, largely in the eighteenth century state; as is also the handsome and broad stone staircase adjoining, with wrought iron balustrade and ceiling enrichments in modelled plaster. The two drawing-rooms, overlooking the park and sea, take up the whole of the south front. At the first floor landing is an elliptical archway with plaster relief ornamentation, and this conducts into a pretty little eighteenth century corridor, off which are a number of bedrooms. The Roman Catholic chapel, over the great hall, is now a suite of bedrooms.

At the sale which followed the change in ownership, some choice pieces of eighteenth century furniture, and others of the Empire period, were dispersed under the hammer. Several were purchased and remain in the house, including two portraits of Charles II and a Miss Kempe, afterwards Lady Tichborne, both of interest to the place.



Copyright. OAK EFFIGY OF ANTHONY ST. LEGER IN SLINDON CHURCH. "COUNTRY LIFE."

The works of alteration were begun three weeks before the Declaration of War, *i.e.*, in July, 1914, and were much delayed, as was inevitable, by war conditions. The house was used as a Red Cross hospital until June, 1919, Lady Beaumont being commandant.

In the church there is a wall-tomb or Easter sepulchre in the north wall of the chancel, within which used to lie a very interesting oak effigy of a man in the armour of Henry VIII's reign. It is now in the east end of the south aisle, and has been variously ascribed to Anthony Kempe, the grantee of the manor in 1553, and to Anthony St. Leger (locally "Sellinger"), whose will, dated 1539, directs his burial to be in Slindon Church. The style of the armour renders the latter appropriation practically certain. The hair is worn in the clubbed form, the head resting on a casque, and the hands are joined in prayer. The plate armour is a good example of the middle Tudor period; the vambraces are fluted and tuilles channelled; there are neither sword nor spurs, though it is possible that the sword may have been lost. The protuberant guard at the fork of the legs is noteworthy as a contemporary fashion; so also is the peculiar shape of the broad-toed sabbatons—markedly Renaissance in their scrolling, a remark which applies also to the ornamentation of the elbow-plates and genouillières, or knee caps. Altogether this effigy is a notable specimen both as to material and treatment. The Kempes and their successors have left no monuments worthy of notice. PHILIP MAINWARING JOHNSTON.

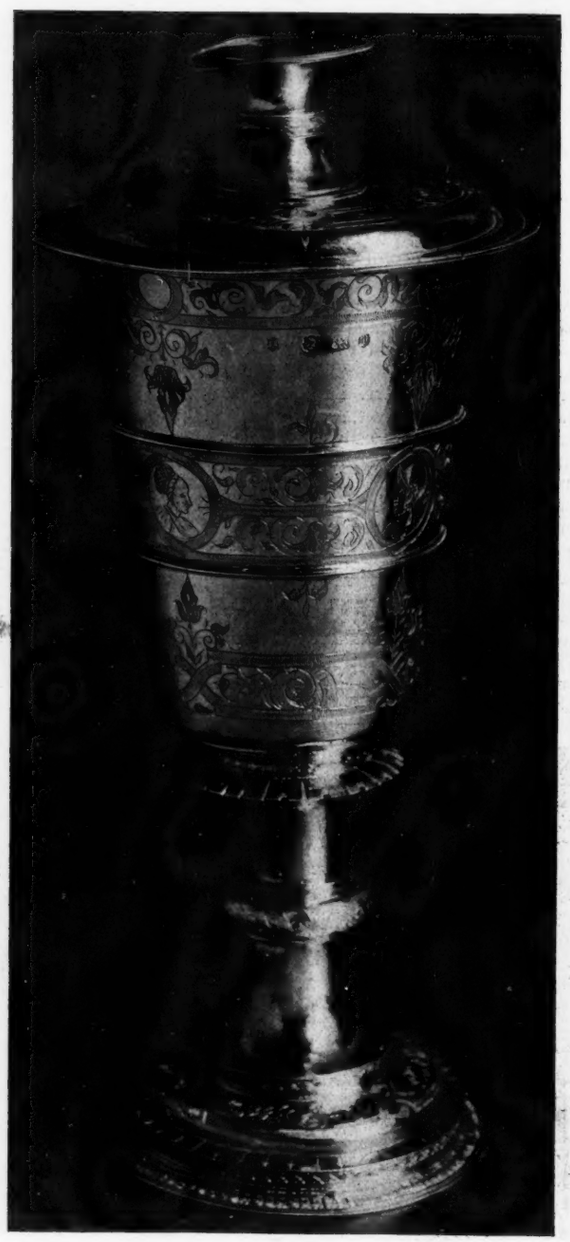
ETON COLLEGE PLATE.—I

BY CHRISTOPHER HUSSEY.

FROM the evidence of the account books and inventories taken at various times, Eton was well stocked with plate during the first century of its existence. An inventory taken early in the sixteenth century mentions sixty-three silver spoons presented by Thomas Bekynton, who interested himself deeply in the foundation of the College. They bore his initials "T.B." on either side of an episcopal cross, indicating that they were given after his appointment to the see of Bath and Wells in 1443. Many of the Fellows presented secular plate, and the Chapel would seem to have been singularly rich in possessions. The earliest piece, however, that survives is the "Coconut Cup," shown in Fig. 1, and given in about 1510 by John Edmonds, who, elected a Fellow in 1491, was transferred to the prebend of Bloomsbury in 1509,



1.—COCONUT CUP.
Circa 1510. Presented by John Edmonds. Height 8¼ins.



2.—CHALICE AND PATEN. 1629.
Maker's mark IP in a shield. Height 11 1-5ins. Note the chased medallions.



3.—HELMET EWER AND OVAL DISH, 1624
Ewer 11 1-5ins. high. Maker's mark R·D over a crescent. Dish 19 1-5ins. by 14 1-10ins. Maker's mark R S over a heart.
A most exceptional pair both in plainness and shape.

and eight years later was made Chancellor of St. Paul's Cathedral. The cup, which stands 8¼ins. high, bears the legend, pricked on the lip band: "Ex dono mri Johis. Edmonds theologie professoris quondam socii hujus collegii." In its stem is evident the tree-trunk *motif* that appears so frequently in fifteenth century and early sixteenth century cups, the use of a nut as the bowl rendering it an obvious analogy in the case of coconut cups. The most noteworthy feature is the straps that connect lip band and calyx; they represent, apparently, honeysuckle on a bough, and have in the middle of each a little stamp mounted in twisted wirework. These are engraved with gillyflowers and were formerly enamelled, though only a fragment remains on one of them—the one shown in the illustration where the enamel looks dark at the bottom of the stamp.

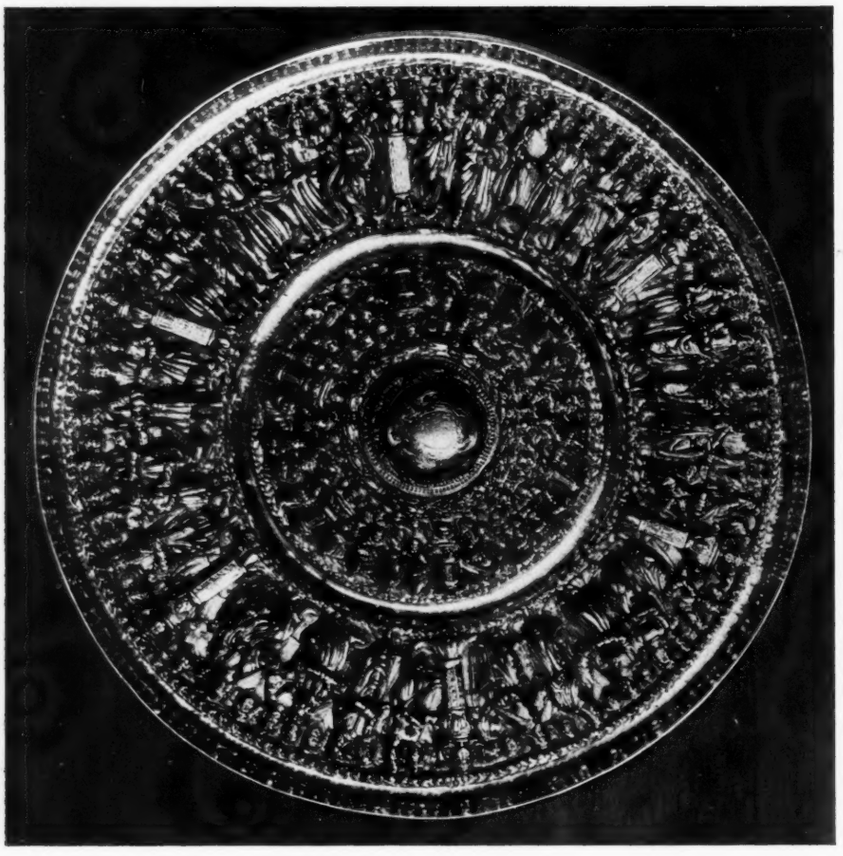
In 1546 the Ecclesiastical Commissioners weighed and valued the secular and Chapel plate, finding that of the former there were no less than 2,314 oz., of which all was gilt save only 152 oz., and of the latter to the value of £373. By 1550,



4.—EWER AND DISH, 1613. BY WILLIAM TERRY.
Diameter of dish, 19ins. Greatest height of ewer, 15ins. Note the appliqué mark on the latter.



5.—SALT. 1656.
Greatest height, 6 4-5ins. Width, 8 1-10ins.



6.—"JOSEPH AND HIS BRETHREN."
Salver, diameter 12ins. *Circa* 1530-40. Possibly from Augsburg.

however, most of the church plate had disappeared, and in 1553 the Privy Council decided that four out of the five remaining chalices should be converted "from monuments of superstition to necessarie uses," the College thus obtaining "some plate for the Buttarie" in the shape of silver wine pots, jugs and bowls.

William Day, Provost 1561–96, the predecessor of Sir Henry Savile, so far from adding to the store of plate, seems to have depleted it, for there are frequent mentions in the audit books of consignments being sent to him at Queenhithe, near the Tower—for those were the days when the Provost lived much in London. Whether the silver thus "borrowed" ever returned cannot be ascertained; probably not.

William Clavering, elected a Fellow in 1597, gave a silver tazza of Dutch design, but this, together with a silver-gilt flagon presented by Lady Savile, now serves as Communion plate in the church of Worplesdon in Surrey, and has done this century or more. How they got there has never been determined.

Another Fellow, contemporary with Clavering, was Adam Robyns, who died in 1613 and left £100 for the purchase of tapestry for the Hall and for a ewer and dish. Examples of the latter (Fig. 4), were very shortly sent to Eton on approval by William Terry of Lombard Stree; information which we get from the audit books, for there is no maker's mark. Whether Terry ever used a mark is also unknown, but Cripps mentions "a cup, repoussé with marine monsters in medallions" at Corpus Christi College, Cambridge, dated 1607 and marked with a T rising from the middle of a W. It is just possible that Terry is the "W.T." (unless it is "T.W.") of Corpus. The dish, measuring 19 1-5ins. across, the rim elevated 2½ins. from the level, consists of four members, the centre one being a boss enamelled with the arms and graven in record of the gift, raised on a double tier of egg and tongue moulding. Surrounding it is a ring of ornament in which knots of fruit separate three cartouches containing dolphins. These *motifs* are repeated on the rim, and the dolphins recur in the coved member, where a less common feature appears—namely, the three scallops. The groundwork of the two outer members is covered with flat chasing, which at this time—1606–1616—was at the height of its popularity; after that date it yielded to the simpler tastes that reviving classicism introduced, though it is found so late as the Protectorate on small and cheap pieces of plate. At Sidney Sussex College in the same University is another rosewater dish and ewer of remarkably similar design, though marked "R.W." over a pellet, and dated 1606–7.

A most remarkable dish and ewer are shown in Fig. 3. Although only eleven years separate it in date from the foregoing specimen,

the style is so different that it is difficult at first to believe the evidence of the excellent hall-marks for the year 1624. Sir H. Maxwell Lyte gives a woodcut of these articles and has mistaken the "g" of 1624 for the black-letter "b," inverted, of 1697, although there is no sign of the Britannia or lion's head erased mark. There is, however, some excuse for this error, for the ewer is a clumsy attempt at the helmet shape then being used on the Continent, but which did not reach England until 1690. The dish, 14 1-10ins. broad, 19 1-5ins. long, the rim 2 4-5ins. above the level, bears the maker's mark "R.S." over a heart which is found on a Communion flagon at Bodmin dated 1620. The only foot is the cavity in the base of the dish—an unsatisfactory substitute for the flutings used in the previous decade. The ewer, 11 1-5ins. to the knop on the handle, the foot 4 1-5ins. in diameter, the mouth 4 7-10ins. broad and 5 7-10ins. long, though of the same date, is marked "R.D." over a crescent, a very rare mark, but which Sir C. J. Jackson has found on a small cup dated 1622–3 belonging to Messrs. Christie. Altogether, this pair of objects is most unusual, both as to the shape of the dish and of the ewer. Its plainness, too, is very early—James I was not yet dead.

Simplicity, however, continued for nearly forty years to be the rule, and is well shown in the salt presented by Sir Nicolas Hobart, a former scholar, in 1656, thus initiating a custom of leaving presents that after the Restoration was to flourish at the Universities for over a century. This type of salt, with horns to receive a folded napkin or plate to protect the salt from falling dust, became popular at this date, and was only superseded by the smaller sellars that became customary when dining took place in ceiled rooms, where floating cobwebs, spiders and dirt were less frequent than in open-roofed halls.

Before describing the post-Restoration plate we must notice the series of three chalices and patens presented to the Chapel. In design they are all practically the same as the one illustrated in Fig. 2, saving for the ruff-like calyx and the chasing. The earliest, marked for 1624, maker's mark "TF" combined, measures 11 3-10ins. high; the latest, apparently marked for 1651 or 1653—a very unusual date for a chalice—maker's mark "R.S." with a star above and below, was presented in 1624 by John Barker. This pre-presentation is frequently met with in old plate. Either the money left was unused, or an earlier object, presented at that date, was converted into something else. In this case, as one chalice we know was obtained in 1624, it seems probable that only after a chalice then existing had been sacrificed to the cause of Puritanism was it decided to spend the money in replacing the deficiency. The chalice and paten shown in Fig. 2 is marked 1629 and "IP" in a shield, standing 11 1-5ins. high, and the mouth 6½ins. in diameter. We see once again a restrained flat chasing and, most exceptional on such a vessel, four most secular medallions, of Dutch aspect: two bonneted women, a hero, and a man in the tall hat of the period. Probably the chasing was by a German or Dutch artist.

While on the subject of German work, the College has recently been given a peculiar object known as "Joseph and His Brethren," from the subject of its ornamentation. This is shown in Fig. 6. It is of salver form and is here seen from above. Some 12ins. in diameter, it rests on a circular foot pierced with quatrefoils; the upturned outer rim is 2ins. from the level. In the centre a mound, encrusted with ornament, rises from a circular groove and is surmounted by an apparently later boss engraved with a late eighteenth century coat of arms issuing from a wreath of bay leaves. From the costume of the figures and the mixture of Renaissance pedestals with Gothic quatrefoil this would seem to be of a date approximate to 1530–40, and made possibly at Augsburg.

BOOKS OF REFERENCE

THOSE who have written about books have very seldom paid much attention to those useful inhabitants of the bookcase that were never meant to be read from start to finish, but are authorities to which one makes constant appeal. There are exceptions to every rule, even to this one. In a country mansion we wot of there lives at the present moment a dowager lady whose constant and everyday companion is her *Debrett*. She has pored over its pages till she knows, or seems to know, the whole of that genealogical knowledge for which it is familiar. Mention a peerage to her and the odds are that she knows every salient fact connected with it, even to the origin of those eminent men who have had the stamp of a title conferred on them since the war. That is no solitary exception. It goes to show that age has not staled this wonderful book. That may be because, though old, it is ever renewing its youth. John Debrett began his work upon it in 1781 and to him we owe the first edition of the *Peerage and Baronetage*. In the nineteenth century it was taken in hand and edited by well known authorities, such as William Courthope (Somerset Herald, 1854–1866) and George William Collen (Portcullis Pursuivant of Arms, 1841–1878). The present proprietors of the work, Dean and Son, acquired it in 1864 and issued an abridged volume. From that publication has come *Debrett* as we know it. It was a comparatively small octavo book in 1864, consisting of 450 pages, but it is now swollen into a magnificent royal octavo volume of 3,300 pages, all packed with hard facts about the titled people of our time. Its contents show that the old phrase "the upper ten thousand" has become obsolete. The multiplication table has been applied industriously to the aristocracy. Yet there are curious signs that the owner does not always value a title. There is a reference in the present issue to gentlemen whose names have been announced as nominated for baronetcies but who have never taken out their patents, though, after such an announcement, they have been known and styled as baronets, in spite of the warrant instituting the Roll providing "that no person whose name is not printed on the Official Roll of Baronets shall be received as a Baronet, or shall be addressed or mentioned by their title in any civil or military commission, Letters Patent or other official documents." The same preface contains many items of information of a readable and gossipy nature, for example, *à propos* of the assumption by the Right Hon. James Lowther, the late Speaker of the House of Commons, of the title Viscount Ullswater, it is recalled that of the seven Speakers since the date of the Reform Act, four are still living. As Speakers they were known as Manners-Sutton, Brand, Peel and Gully. Their respective titles are Viscounts Canterbury, Hampden, Peel and Selby. The titles bestowed on Speakers Abercromby, Shaw-Lefevre and Denison have become obsolete. It is also, interesting to see from a table drawn up and incorporated in the said preface that the years 1917 and 1918 were record years for the number of titles conferred. In the two years there were thirty-six peerages created, sixty-seven baronetcies, and seven hundred and twenty-seven knighthoods. The titles that have become extinct between 1897 and November 30th, 1921, are extremely few by comparison, so it is no wonder that the estimable *Debrett* has increased in volume.

In the seven hundred pages of *Burke's Handbook to the Order of the British Empire* will be found the records of those who have been admitted to the Order in recognition of important services to the Empire in the hour of its greatest need. The Order was instituted by Letters Patent under the Great Seal on June 4th, 1917. The original object of the Order was the recognition and encouragement of the non-combatant war-worker. It, therefore, differs from any Order of Chivalry instituted in this country. The writer of the ingenuous preface to this valuable work claims that "the Order of the British Empire is, in the truest sense of the word, the British Democracy's own Order of Chivalry." There is no exclusiveness about it as there was in most of the earlier Orders. For example, it was an unwritten but essential qualification for admission to the Order of the Garter that the candidate should be "a gentleman of blood," which meant "three descents of *noblesse*, that is to say of name and arms, both of his father's side, and of his mother's side." The presumptive Herald who writes the article is so much of a purist that he notes that the admission to that Order of a commoner so well born as Sir Edward Grey, now Viscount Grey of Fallodon, is an event without parallel since the case of Sir Robert Walpole. As a great nobleman was heard to exclaim: "There's no damned merit about the Garter!" There is, however, plenty of merit in the British Democracy's own Order of Chivalry. Of the millions of citizens who were mobilised in military and civil capacities, only the trifling number of twenty-five thousand were singled out for admission to the Order of the British Empire.

The invaluable *Who's Who* (A. and C. Black) might be described as the most excellent Order of those who have made their own titles. It deals with a class of distinction practically ignored in *Debrett* and *Burke*. It is not occupied with lists of progenitors and collaterals, but with brief summaries of things accomplished. The aristocracy with which it deals is that of talent. Some of those described in its pages carry official or hereditary titles, but in the majority of cases the fame of a thinker, a man of science, a poet or an imaginative

writer gives something more than any inherited or conferred distinction. One could not think of Thomas Hardy, for example, gaining anything in reputation by being made a knight or even a duke. Some of those enumerated in this roll of honour have declined the offer of titles made to them. *Who's Who* may, therefore, be most fittingly described as the most interesting of all the books of reference, and certainly it is as useful as any of them.

Kelly's Handbook to the Titled, Landed and Official Classes is, like the other publications of the same firm, strictly utilitarian and businesslike, as a work should be that is intended to be largely for the use of business men. The scope of the book is enlarged, and further enlargement is promised in the next issue. It used to be confined to the landed gentry, but now includes the names of the leading members of the mercantile community (including those of the Chairmen and Directors of the principal railways and companies) and the names of certain members of the medical profession. This is a very great improvement, equally from the social and business point of view. It will save the reader from having to go to other books for information that is not strictly confined to the landed gentry. The information given is concrete and to the point, while it is made easily available by the arrangement of names in alphabetical order.

The Practical Electricians' Pocket Book and Diary (Crosby Lockwood) is intended for the use of those who are practically engaged in one or other of the many industries in which electricity forms a part. It begins with the A B C of electricity by explaining the exact meaning of such terms as ampere, volt, ohm, watt, joule and so forth, and into its five hundred little pages there is packed a wealth of the most useful and necessary information about everything connected with electricity, which should be understood by those who use that power.

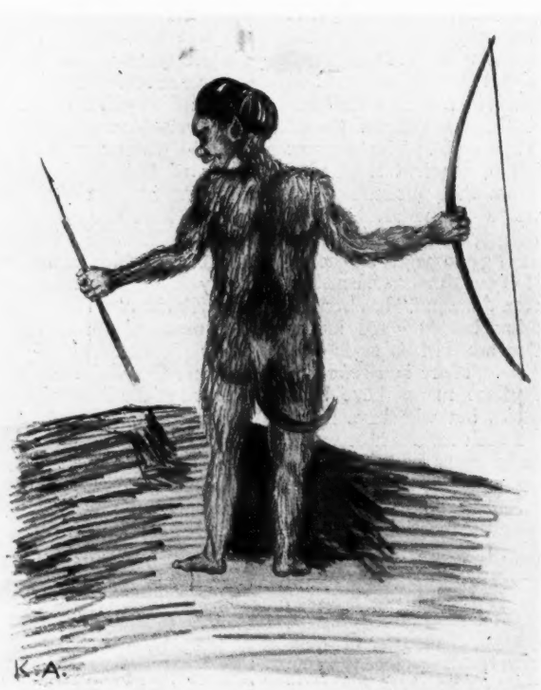
The Writers' and Artists' Year-Book (A. and C. Black) is a *vade mecum* for contributors either of letterpress or pictures to journals. The freelance values it beyond measure. Its main feature is a long list of British journals and magazines, saying of each what sort of contributed matter, if any, it publishes, and in many cases naming the rate of payment as well. Australian and New Zealand journals form the subject of a similar list. There are others of Canadian journals and magazines, Indian journals and magazines, American journals and magazines, and British publishers. The last one mentioned gives in brief form the information required by an author who has a book to place. There is, in addition, a list of literary agents, with an explanation of their range, charges, and so on. A feature of the book is the little chapter on the photo-play and the author. It is not a very rosy picture. We are told that a detailed synopsis sold to an American firm would bring the author only eighty to two hundred pounds. It is added: "If sold to a British firm, he may receive fifty pounds, though this is unlikely." The freelance evidently will not do much good by writing for the film in this country. Still, it is well that he should know what he is about.

Baily's Hunting Directory 1921–1922 (Vinton) is almost indispensable to those who are fond of exploring a new hunting country. It gives all the necessary information about the various countries, and the maps, which had been suspended during the war, are re-introduced. There are several useful records in the book, for example, presentations to notable hunting people in the past year; the class winners at the Peterborough and York Hound Shows; the list of hunters sold for two hundred guineas and upwards at Knightsbridge and Leicester; the Foxhound Sales at Rugby, 1921; huntsmen and their records of service; details of tattoo marks on hounds, and so forth. We are glad to observe that the editor takes a cheerful view of the general prospects of Hunting. He directs attention to the wonderful activity in Hunting generally, and says "the financial burdens, while very onerous, are probably spread over a wider circle of supporters than in pre-war days." We hope that the prophecy of good sport in the coming days will be more than fulfilled.

The Hunting Diary and Guide for 1921–1922 (Vaughan) is an excellent compendium of Hunting information, while the diary at the end of it, interleaved with sheets of blotting-paper, will be extremely convenient to those who like to keep a record of their red-letter and other days.

FOLK TALES FROM GREENLAND

IN introducing the delightful series of articles "The Art of the Esquimaux," which we published in 1919, Professor D'Arcy Thompson described the people of Greenland in a few vivid, felicitous sentences. He told a good story of a native who became a soldier and complained that they were always asking him his religion in the Army. He said: "My father worships the sun and the Polar bear; but I have not quite made up my mind." He was typical of "a simple and innocent folk, an industrious and happy one." They "pursue the ancient callings of the hunter and the fisherman; and no living race comes so near to our conception of what we call, vaguely, primitive man." Many of them occupied their long nights in producing the works of art, of which Professor D'Arcy Thompson has a wonderful collection. It will not be supposed, however, that this is the occupation of all of them in the long winter nights. Others pass their time in telling stories, and the Danish explorer, Knud Rasmussen, who was of Eskimo origin and spent his childhood in Greenland, and later on returned to that country again and again, made a collection of these folk tales as a relief from his more serious work. His original collection of stories has never yet been published, but a good selection from them has been made by W. Worster and translated into excellent English. The book is called *Eskimo Folk-Tales* and is published by the Gyldendal Press. This unique book is tolerably certain to become a great favourite with young and old. It is different in character from the fairy stories collected by Hans Andersen in Scandinavia and Central Europe and by Perrault in France. The stories, in fact, are the most extraordinary mixture of childishness, poetry, religion, superstition and natural description. They are told with none of the artificial graces of a professional writer, but remind one, in their carelessness of style, of the first attempt at story writing by a very clever child whose cleverness has not been done up into parcels in a modern school, but has developed inwardly and slowly. The first results are sure to be a medley. The translator tells us that it is a great merit, from the listeners' point of view, if they are sent to sleep by the stories. That is regarded as a triumph by the narrator, and a story-teller will introduce his *chef-d'œuvre* with the proud declaration that "no one has ever heard this story to the end"; but let not anyone suppose that drowsiness is reflected in these pieces. From a huge unprinted collection the most typical stories have been picked out with great skill, and after a long experience of this kind of book we can think of none that are more fascinating. Alike in their end and in their beginning, the narrators follow the fashion of narration by word of mouth as it was practised



"'INLAND-DWELLER' ARMED WITH BOW AND ARROW."

by all primitive races. No time is wasted in paving the way, but the story-teller goes right into the subject in the first sentence: "There was once a wizard whose name was Kúnigseq," and in the most matter-of-fact way it is recorded that "one day, when he was about to call on his helping spirits and make a flight down into the underworld, he gave orders that the floor should be swilled with salt water, to take off the evil smell which might otherwise frighten his helping spirits away." So we start to make this journey into Elfland as if it were as common as riding in an omnibus. If the way becomes too



"EVIL SPIRIT ENTERING A HOUSE."

slippery, one of his helping spirits lies down beside him, and by placing his foot on the said spirit he is able to get on. The end is: "So he rowed out in his kayak, and caught a guillemot, and a little after, he caught a raven, and having eaten these one after the other, he died. And then they threw him out into the sea."

It is very difficult to name one story as being better than the others; but, if we had to do so, the one chosen would be that called "The Very Obstinate Man." "There was once an Obstinate Man—no one in the world could be as obstinate as he." He begins by making his wife, while she is in mourning, go down and sew the skin of his kayak. She is forced to commit this awful offence against the native proprieties, but when she had been sewing a little, "suddenly her thread began to make a little sound," which grew and grew until at last a monster in the shape of a dog came up out of the sea and asked her why she was sewing while still in mourning. On being told that it was because her husband, who was obstinate, forced her, the mighty dog came ashore and fell on her husband; but the Obstinate One was not accustomed to give in, and he fought the dog and killed it. Upon this, the owner of the dog appeared, and he turned out to be the Moon Man. The two fought till the Obstinate One caught the Moon Man by the throat and nearly strangled him, when the following conversation took place:

"'There will be no more ebb-tide or flood if you strangle me,' said the Moon Man. But the Obstinate One cared little for that; he only clutched the tighter. 'The seal will never breed again if you strangle me,' cried the Moon Man. But the Obstinate One did not care at all, though the Moon Man threatened more and more. 'There will never be dawn or daylight again if you kill me,' said the Moon Man at last. And at this the Obstinate One began to hesitate; he did not like the thought of living in the dark for ever. And he let the Moon Man go."

We will not spoil the pleasure of the reader by telling the whole of the story, but we cannot help quoting the next sentences:

"Then the Moon Man called his dog to life again, and made ready to leave that place. And he took his team and cast the dogs up into the air one by one, and they never came down again, and at last there was the whole team of sledge dogs hovering in the air."

The story of the Wifeless Man is just about as good. He was an idle fellow, but he had the luck to help one of the Noseless Ones, "the people from beneath the earth." In gratitude, the Fire Man conducts him to land and gives him luck in his hunting so that he begins to catch seals every morning, and the unmarried girls think that they made a mistake in avoiding him, so he chooses out the best of the flock; but she worms out of him the secret of his power, and it is completely lost. "At last he had not even skins enough to give his wife for her clothes, and so she ran away and left him." After some curious adventures they came together once more and his wife lulled him to sleep with the words: "'Do not wake until the fulmar begins to cry: sleep until we hear a sound of young birds.'" He seems to have slept a long time. When he awoke "the earth was blue with summer, and the fulmar cried noisily on the bird cliff." The tale has an ending that would appeal to the backward genius to whom we referred: "And then I suppose he reached home as usual, and now sits scratching himself at ease."



"MAKING A TUPILAK. NOTE THE BONES OF VARIOUS ANIMALS USED. THE MONSTER IS ON THE POINT OF COMING TO LIFE."

A word should be said about the illustrations, from which we have chosen and reproduced one or two, with the courteous permission of the publishers. Of these pictures the translator writes:

"The illustrations are by native Eskimo artists. They are not drawn to illustrate the particular stories, but represent typical scenes and incidents such as are there described. In the selection of these preference has been given to those of unusual character, as, for instance, those dealing with the 'tupilak' theme, and matters of wizardry or superstition generally, which the reader would find more difficult to visualise for himself than ordinary scenes of daily life."

The pictures add greatly to the charm of the text.

The Rainbow Bridge, by Reginald Farrer. (Edward Arnold, 21s.) *The Rainbow Bridge* was spun by the author in the darkest days of the war, as a means of escape out of the storm into the golden sunshine of the past. It is, in fact, a feast of travel fare, and forms the last of three volumes describing two years' exploration in the interior of China in search of botanical wonders. The first year's work (in 1914) was described in those delightful volumes, "On the Eaves of the World"; the labours of 1915 are now recorded with the same vivid pen and

eloquence which place the author in that narrow category of genuine nature-worshippers. A pen which, alas! has written its last of iris and primula, for the author died in the jungles of Burmah while on another adventurous journey. After resting throughout the dead winter in Lanchow, the party started forth again immediately the frozen heart of Cathay melted into spring and flowers, and the mountains were unlocked to let them in. This time they struck west, up the Sining Ho, tributary of the Hoang Ho, and forming a summer headquarters in a high alpine valley, ransacked the secret valleys of the Da Tung Alps and Gadjur Mountains, which lie not far short of Koko Nor. Forerunners were few, and so the field was practically virgin soil. After a good deal of "mules, men and Mandarins," the author plunges once more into his absorbing hobby of gathering a harvest of rare and new plants. His descriptions of the "cascades of Tibetan Androsace, almost too violently pink for their setting," of the "pale blue rippling sea of Iris ensata," of his new Isopyrum "unfolding its huge purple silk Anemones over the sea-blue filigree of its foliage," and of his new gentian of such beauty that "it literally burns in the alpine turf like an electric jewel, an incandescent turquoise," and which has been successfully acclimatised in this country—compel us to agree with him "that there can be no joy in life more restfully rapturous than the discovery of a new lovely flower." There is plenty of interest besides these "beastly flowers" to render the book acceptable to the general reader; while, besides the narrative of ceaseless toil of travel, there are the pen-pictures of such remote and rare places as Chebson Monastery, and Tien Tang—the Halls of Heaven.

The Countryman's Log-Book, by Viscountess Wolseley. (Philip Lee Warner and Jonathan Cape, 15s.)

THIS illustrated collection of ancient customs, proverbs, and life of rural England, plunges the reader into a fascinating world governed by the laws of weather, sun, moon and the needs of the earth. Imagine, but a few years ago, the weightiness of such a saying:

"They that wive,
Between Sickle and Sithe,
Shall never thrive."

It must have decided many young farmers and labourers to postpone their wedding to a less important season in the farmer's year. Throughout this sympathetically written book the reader is struck with the wisdom conveyed in the quaint customs and sayings. A practical result was achieved by following the guidance of their forefathers, although the actual reason for carrying out certain customs was attributed to a completely different cause. For instance, those "wassailing" or toasting on Twelfth Night in the country of apple orchards would toast sops on the branches and sing:

"Yer's to thee, old apple tree,
Be zure yu bud, be zure yu blow."

After much cheering guns would be fired into the branches. This was a part of the merrymaking and, incidentally, a drastic pruning, opening out the centre of the old apple trees and enabling sunshine and air to penetrate. No less useful was the saying that to bring mud into the house in January brought bad luck. Those who cannot enjoy the life of the fields and the open sky will get very near to it in these pages. Just as the tales of the sea awaken in boys the call for a seafaring life, so the *Countryman's Log-Book* inspires the reader to follow the strenuous but free life of the country.

Punch Drawings, by F. H. Townsend. (Cassell, 31s. 6d.)

THE title of this book will not merely explain its contents to most people; wherever *Punch* is known—and that is to say wherever English can be read—the drawings of F. H. Townsend have been welcomed for the last sixteen years and, more indirectly, his influence as Art Editor of the paper appreciated. There are three hundred drawings in this volume, with a Foreword by Mr. Bernard Partridge. They are excellently reproduced and form at once a mirror of life in the first years of this century and a memorial to an artist whose work, grave or gay, laughing at the foibles of the moment or, as in the famous "Bravo Belgium" cartoon, crystallising public opinion in a few illuminating lines, has a value that will last long.

BOOKS WORTH READING.

The Whistler Journal, by E. R. and J. Pennell. (Lippincott, 35s.)
The Cruise of the Dream Ship, by Ralph Stock. (Heinemann 15s.)
The Disobedient Kids, and other Czecho-Slovak Fairy Tales, by Bozena Nemcova. (Philip Allan.)
Epitaphs, by Lady Margaret Sackville. (William Brown, 5s.)
Recollections of the Revolution and the Empire, by la Marquise de la Tour du Pin. (Cape, 30s.)

THE GOLFER'S NEW YEAR

By Bernard Darwin.

THERE is, perhaps, no member of the community who is so often at once pitied and envied by the others as is the schoolmaster. We are disposed to pity him because he cannot always smoke his pipe when he wants to, because, in short, he has to be so extremely respectable; but we, at any rate, who are golfers, do envy him because he gets such long holidays. And this feeling of envy is particularly poignant at this particular time of year. The rest of mankind has just been enjoying two or three hectic, crowded days of golf, punctuated by plum pudding, and is now settling back to the collar; but the schoolmaster is only just beginning his holiday; he is now getting his second wind and coming really on to his game, and he has another three weeks or so of golf before him; that, too, if he is wise, on a seaside course, and winter golf by the seaside is, with reasonable good luck in weather, the best of all.

I could not write thus if I had not my own little bit of good luck to purr about. I am not (thank Heaven!) a schoolmaster, but when these words are printed, I shall just have started on a week of seaside golf together with a whole bevy of them. I have done it, except in war-time, nearly every year since the beginning of the century, but last year I was a truant, and so much greater is this year's thrill. If I had not done it before I would write in a hearty, Christmas-like and Dickensy manner a forecast of the journey. The clanking of the train should be once more the jingling of the coach through the frosty air; my modest lunch of sandwiches in a third-class carriage should be glorified into the ale and cherry brandy with which the Pickwickians fortified themselves on the way and when, at a certain beloved western station, I joined the rest of our party it should be the meeting with the Fat Boy fresh from his slumbers before the taproom fire. I would write it to please nobody in the world but myself; it would be purely selfish, offensive gloating. However, some remaining shreds of a sense of decency prevent me, and I must simply assume that I have got there, that the weather is still, grey and warm, which is possible, and that the greens have recovered from the drought, which is, I fear, quite impossible.

There are, I know, many other golfing parties, besides our own especial one, scattered along the coasts, and, no doubt, each has the same delightfully unchanging characteristics which are much the same as ours. Changes there must inevitably be. For instance, the old family retainer has retired to a well earned rest. No more will he crack at my expense his ancient and annual joke, born of my once having putted on the floor: "I've given you the big room, sir, so that you can play your golf all night if you have a mind to it." Gone, too, a long time since, is the habit of the third round. A third round on a short winter's day requires some energy. I think that breakfast must once have been earlier and that we started down to the course with more juvenile zeal immediately after it. At any rate, after the second round, there used still to be a little light left. Whether we liked it or not (and we generally did) we were seized as we came in, formed into fours and despatched for a nine-hole foursome, the first five out and the last four home, to finish in twilight. No one even suggests it nowadays; those nine holes have vanished with the one more rubber, begun after eleven, which never would end; two rounds are enough, and after them we climb gratefully and a little wearily up the hill to tea. We are, too, a little less brave than we used to be about the weather. Time has softened our kindest of dictators and does not allow him to be quite so fierce. When, as will happen even in our particular paradise, the wind shrieks round the house, bending the stumpy little fir trees and lashing the rain against the smoking-room window, any momentary hesitation about going out is sympathetically received. The lady golfers of the village no doubt face the blast (ladies always do seem to choose the very worst weather in which to play), but we wait humbly till it clears.

There is one thing which must be common to all such parties, namely, the seeing in of a new golfing year. There is a mild hustle for the privilege of hitting the first shot of the New Year. When it was a question of the first shot of the new century I remember that there was quite an undignified race for the teeing ground. And then, though golfers may not say much about it to one another, there are probably few of them that entertain no wild hopes and make no more or less solemn vows on the occasion. We may be playing villainously on the way out, but we always hope that when we come to a definite landmark in the shape of "the turn," we may become reformed characters. It is the same with New Year's Day. We cannot be going on in the same wretched old way. We may go to bed short drivers, but surely we shall wake up long ones. Besides hoping for this purely miraculous change we make vows as to smaller detailed reforms of style. What they are usually depends on what is the latest book on the game we have been so rash as to read. To nearly all of us New Year's Day might bring a really lasting improvement if we could make one vow to make no vows, to reduce the mind to an agreeable vacancy and just thump. Looking back on the past year's golf from a purely personal point of view, there is one department of the game in which I am sure I must have invented at least 365 new styles, all quite indistinguishable, of course, by an alien eye. I cannot remember precisely in what anyone of them consisted, but one and all they have proved, sooner or later, fallacious. In another department I have plodded along with one more or less definite notion in my head—result, comparative steadiness and a mind, in that respect, at rest. But do I act on the very obvious moral? Not a bit of it. Do I even enjoy that second department of this maddening and enthralling game more than the first? I do not think so. Those futile experiments, if very disappointing, have also been very amusing. What then is the good of anything? I am sure I do not know, but let us go out and enjoy our New Year's game.

CORRESPONDENCE

COLLEGE HALL AT ETON.

To the Editor.

SIR,—May I trouble you with some further comments upon your articles on Eton College? Speaking of the roof (modern), Mr. Hussey says Rowland may have reconstructed the original one and "placed the corbels in new places—one of them being directly over one of the small two-light windows." Rowland can never have done this, for the corbels are not to be seen in pictures of the Hall before the so-called restoration of 1858, when they would appear to have been introduced for the first time. The embattled cornice, studded with four-petalled roses, which surmounts some old panelling, is certainly modern. It is curious that Mr. Hussey makes no mention of an old panel with the inscription "Queen Elizabethe ad nos gave October x 2 loves in a mes 1596." Has it disappeared? I am not at all sure whether the ribbed wooden ceiling in the oriel is of any antiquity—the Hall was so pulled about and altered by the restorers that very little original work remains. May I venture to suggest that your admirable series of articles should end with one entirely devoted to showing what was done during the restorations of the nineteenth century?—RALPH NEVILL.

[We have referred Mr. Nevill's letter to Mr. Edmond L. Warre, whose knowledge of the Eton College buildings is unrivalled. He replies: "I do not agree with Mr. Hussey's statement that the inside of the Library Cloister piers are of Caen, but believe them to be of Kentish rag, the stone of the Founder's Cloister, with the mouldings turned inwards. When renewing the steps to the Buttery passage I found a piece of Kentish rag with a Founder's pier moulding in the west flank wall of the stairs. From this I also argue that the Library builders put in the steps that I renewed, and treated the disturbed flanking walls in the same way as the inside of the Cloister piers. This, I hope, disproves the statement that Lupton put in this flight, and exonerates him from the crime of having cut away the arch mouldings, and also a beautiful group of three shafts which projected from the present wall face and carried their appropriate arch mouldings. I agree with Mr. Nevill that the corbels are of 1858. I also think that the window arches, *i.e.*, those which carry the masonry on the inside wall face across the window openings, are of the same date. It would be interesting to show what was done in the nineteenth century, particularly in the Chapel, but it would not be easy to do so without numerous illustrations."—ED.]

CEREMONIAL VESTMENTS OF THE JUDICIARY.

To the Editor.

SIR,—In answer to Mr. Landfear Lucas' question in last week's issue, information on judicial costumes may be obtained from Dugdale's "Origines Juridiciales," Chapter 38; Pulling's "Order of the Coif"; Planche's "Cyclopædia of Costume"; and "Encyclopædia Britannica," eleventh edition, tit. "Robes Templar."—S. W. C.

PIGS AND AGRICULTURE.

To the Editor.

SIR,—Every breeder of pedigree pigs should feel very much cheered by some of the recent pig sales. Prices appear to be on the up grade for pedigree pigs, and the prices for commercial pigs seem to be hardening, whereas the price of both food and labour is falling. In travelling about among pig breeders, and even from noting the paragraphs that appear in your own paper, one might have imagined a few weeks ago that the pig trade had ceased to exist, whereas the Board of Agriculture's weekly returns show that more pigs are being sold each week through the public market than have ever been recorded before. True, the prices are lower than they have been for the last few years, but they are still remunerative if good pigs are kept under proper conditions and correctly fed. As a matter of interest I compared the number of pigs I have sold for the last four weeks with the same four weeks last year and, curiously enough, it turns out that this year I have sold almost twice as many pigs in the four weeks as I did in the four weeks of last year. For 1920, from November 2nd to November 30th (twenty-eight days inclusive) I delivered ninety-four pure bred pedigree pigs. For the same number of days in the same month during 1921 I have delivered 183 pure bred pedigree pigs, and thus, while it is true that prices are lower, one can afford to sell lower because the cost is less.—S. F. EDGE.

"ARMADA" CHESTS.

To the Editor.

SIR,—In COUNTRY LIFE of Nov. 19th there is a photograph of an iron chest, sent by Miss Pitt. She asks if there are others of a similar character. There is one exactly like the illustration, with the exception that the lock levers are concealed by an ornamental perforated plate, similar to the one mentioned in the editorial note. The one referred to is in Adderley Church in Shropshire, and has a small inner compartment provided with a separate key.—A. CORBET.

A RARE BIRD'S FATE.

To the Editor.

SIR,—It may be of interest to you to know that ten days ago a waxwing was observed here and, unfortunately, killed, by a boy, with a catapult.—H. STEWART PATON, *Kilmarnock*.

"RING OUT THE OLD, RING IN THE NEW."

To the Editor.

SIR,—I send you a photograph of the old bell on a turret of the north-eastern tower of the



A BELL ON BOURGES CATHEDRAL.

Bourges Cathedral. I like to think of it as ringing in the New Year.—M. H. BICKNELL.

A CAMBRIDGESHIRE ASTROLOGER.

To the Editor.

SIR,—In answer to Mr. H. C. Staveley's query as to the horoscope, I expect the old astrologer was of the opinion that the child would have a more fortunate life if she had been born a few minutes later. Fifteen minutes would have brought Sagittarius to the ascendant and made Jupiter the ruler of the map. According to old astrologers Mars, the ruler of this map, is a malefic and Jupiter a benefic planet. Jupiter ruling the ascendant and in trine aspect to the moon would have been a very fortunate combination; as it is, Sagittarius is intercepted in the first house and the smooth running of events, etc., is interrupted.—D. Ross.

THE WALKING GAIT OF THE GIRAFFE.

To the Editor.

SIR,—In the giraffe house at the Zoological Gardens is a notice stating that "The walking gait is awkward owing to the simultaneous forward movement of the limbs on each side." This statement is confirmed both by the keeper and by a friend who recently watched the animal walk across its house at the call of the keeper, and describes the movement as similar to that of a file of two men keeping step. On the other hand, the writer on November 19th watched the same animal for some time and found that during several slow walks about its house it unquestionably moved in the same manner as a horse, viz., putting down the near hind foot about the spot from which the near fore foot had just been lifted. Muybridge, the author of "Animals in Motion," states as an invariable rule (page 19): "The walk is characterised by an immutable sequence of limb movements common alike to man and beast." Again (page 259): "In his interesting book, Selous has a picture of a giraffe walking; the animal is supported on the left laterals, the right hind foot is approaching the place from which, in close proximity thereto, the fore foot has just been lifted, a phase somewhat like No. 4 of the camel, series 13, or No. 4 of the horse, series 3. The same characteristic has been observed by the writer (Muybridge) in the walk of a giraffe."—J. G. H.

[The walking gait of wild giraffe is, generally speaking, that of the horse, *i.e.*, near fore, off hind, off fore, near hind. In their, untrammelled state they appear to have but two gaits. When unalarmed they walk as above, from which they break immediately into a lumbering gallop, with the characteristic flourishing of limbs so well shown by Mr. Maxwell's photographs. That in a confined space and when in a hurry they may sometimes adopt the pacing gait is not surprising. We see it in the pacing horse, and it is perfectly easy to do it oneself on all fours. But to describe it as in the notice referred to I think is wrong. Even if both limbs on each side do move forward simultaneously, why should that be "awkward"? Man may well control his 2ft. 9in. limbs, but he cuts a sorry figure on stilts. Moreover, to shut up a beautiful creature in a pen far too small for him to show anything like his true gait and then to call him "awkward" is not quite fair. At night in a dead calm giraffe may be heard a considerable distance walking about. As the foot is lifted from the ground the pressure-spread halves of the hoof come sharply together with a regular click . . . click—click . . . click. It is hard to believe that the two clicks from front and hind feet would so perfectly synchronise as to appear as one—always. That wonderful film "The Waterhole" might show "J. G. H." what wild giraffe really do.—ED.]

THE SIZE OF EGGS.

To the Editor.

SIR,—Mrs. Hollams' eulogy of La Bresse is not too highly coloured. They are charming little fowls and some I have kept on the intensive system for the last three years have laid well. There is one grave fault, however, to which I would suggest breeders should give their serious attention—that is with regard to the size of the eggs. We may not be surprised to see pullets in their early months laying eggs under the 2 oz. standard, which should be regarded as a minimum; but mine as adult hens entirely fail to reach this limit. Before buying them I was told by experienced poultry keepers that this was their chief defect, and they attributed it to in-breeding. I do not know enough of the history of the breed in England to say if this charge is warranted. One can only judge by results. In-breeding usually ends in reduced size, and in this connection some figures got out by Mr. Edward Brown relating to a particular series of laying tests are highly instructive. In these tests seventy-two white Leghorns weighing under 4lbs. averaged 161.83 eggs in forty-eight weeks, of which 73.4 were first grade. Seventy pullets weighing over 4lbs. averaged 167.71 eggs, with a first-grade percentage of 83.64. The heaviest pullet of the lot weighed 4lbs. 12 oz. and laid 200 eggs, of which 90 per cent. were first grade. I may be told that one test is not sufficient from which to draw conclusions, and this may be so, but the point is so interesting that it should be followed up. When I first started La Bresse I bought three, which were much heavier than the usual run, and although they had the characteristic colour of leg, I have wondered since if an outcross had come in at some time, because their eggs weighed regularly 2¼ oz. and were slightly brown in colour. They were quite as prolific as my present birds, which are identical in type with those published last week.—A. C. S.

A STORK'S HOME LIFE.

To the Editor.

Sir,—When staying in a small Continental town during the early autumn, we were greatly interested in this stork's nest on a church roof



STORKS ON A CHURCH ROOF.

Two baby storks and the mother are in the nest, while the male bird is standing on the roof. We watched the nest for several weeks and frequently saw the young being taught to use their wings. These lessons in flying took place within the nest, and at times above the nest could be seen a wildly moving mass of feathers.—F. W. V.

SPANISH PARTRIDGE SHOOTING.

To the Editor.

Sir,—The Spanish peasant keeps a decoy partridge caged, as shown in the illustration, all the year round. He only takes it out when



A PARTRIDGE DECOY.

he can murder a whole covey one by one by displaying the decoy and taking cover, muzzle-loader in hand. He then has a veritable succession of "pot-shots."—V.

A RAT-BREEDER'S TRIUMPH.

To the Editor.

Sir,—The enclosed photograph may interest your readers, as it shows a triumph of the breeder's art, being of a "Dutch-marked" fancy rat which was bred by Mr. H. C. Brooke. He tells me he had bred over three thousand black and white rats before getting this one with the desired even markings, of which he is therefore naturally proud. It is probably a unique specimen. The black and white rats of the fancier belong, it should be noted, to the same species as the common brown rat (Rattus norvegicus), and have nothing to do with the black rat (Rattus rattus). The former has long been domesticated and exists in many varieties, but the latter has only comparatively recently been treated as a pet. However, the above-mentioned naturalist hopes to establish a strain as tame and confiding as the fancy breeds of R. norvegicus. It may be news to some people that there are such things as rat and mouse shows, but this is so, and the rat shown is a prize-winner.—Frances Pitt.



A "DUTCH-MARKED" FANCY RAT.

SUGAR FROM PARSNIPS.

To the Editor.

Sir,—The production of sugar from beet is now an assured industry in this country, and that being so, I would like to draw attention to the possibility of the production of sugar from the root crop of one of our best known roots, the parsnip, a vegetable well known but comparatively little used, except by country folks. I have known the root all my life both as a food for man and a fattening medium for cattle and pigs. My own experience of it, raw and cooked, shows me that it contains a large proportion of saccharine—quite as much or even more than sugar beet—and if it were put to the test it would be found to produce quite as much sugar as beet, and most probably of better quality, as it possesses all the qualities essential for the production of a fine sugar. The process would be just the same as for the production of beet sugar, and possibly with better results. In the country places which I have in mind the parsnip is known as the sweet and white carrot and is a favourite root to eat raw. When boiled and mashed it is a rival of the potato, and is often mistaken by ignorant people for a sort of pudding to be eaten with beef gravy. At any rate, the roots are worth a trial in sugar production, and we may yet hear of "Parsnip Sugar."—Thomas Ratcliffe.

MIGRATION OF A COMMON TERN FROM AMERICA TO WEST AFRICA.

To the Editor.

Sir,—The returns of common terns marked with rings in Great Britain are so small and come from so restricted an area that no particulars as to their winter quarters can be gathered from them. I have just received a letter, however, from Mr. John C. Phillips of Massachusetts, U.S.A., to say that one of his marked common terns bred and marked in the State of Maine, U.S.A., was recovered four years afterwards at the mouth of the Niger River in West Africa.—H. W. Robinson.

BEES AND THEIR ENEMIES.

To the Editor.

Sir,—I wonder if any of your corresponderts who keep bees were troubled with robbing last autumn? One day I went down to look at my bees and found the hive in commotion; some hundred bees were flying up and down across the front, others were trying to enter the tiny doorway, but no sooner had the intruder crossed the threshold than he was summarily ejected by an invisible guardian. Within the hive there was a roar of angry humming. This had to be stopped, for if fresh aggressors should arrive the lawful owners might be outnumbered. A fistful of damp hay was procured and laid across the entrance, and then the front of the hive was liberally sprayed with a solution of bactorol. We remained a short time to witness the discomfiture of the enemy, who, baulked of his natural entrance, wandered round and round the hive searching the crevices of lift and roof for a possible ingress. An hour later we returned, to find the intruders had departed and peace reigned once more in the hive. Mice are serious enemies to bees, and should they once get a footing in the hive the bees would desert in a body; but in my own case there is little fear of this, as our white Persian cat will frequently spend the morning stretched out on the roof; bees like cats as much as they dislike dogs. In an exceptionally cold winter the blue tits will often lure the unsuspecting bees to destruction; with their sharp beaks they tap on the alighting board: out comes a bee to see who is there and immediately it is gobbled up by the tit.—Irene Hernaman.

MARROWS IN SWITZERLAND.

To the Editor.

Sir,—I hope you may care to see the marrows that are my pride and pleasure, looking at the Swiss mountains among which they are grown. I began six years ago, but I have never had such



MARROWS AND MOUNTAINS.

a good year as this one. I have raised three kinds, the heaviest one striped yellow and green, the others plain dark green and plain light green respectively. I am now much more interested in marrows than mountaineering.—W. H. Widdicombe.

AN ALBINO WOODCOCK.

To the Editor.

Sir,—I have lately heard from a correspondent at Fareham, Hampshire, to the effect that he recently came across an example of a true albino woodcock. I am not aware that this rarity has been shot, and hope that it may escape such an ignoble fate; though, doubtless, should it come within the range of a man with a gun, its chances of survival will be remote—save for the immortality of the stuffed! My correspondent was walking through a coppice when the beautiful bird attracted his notice. He could not well miss it, for, true to instinct, it was crouched close to the ground, quite unaware that its plumage lacked the protective harmony of brown and buffs that characterises normal specimens of the species. My informant was enabled to get sufficiently near to ascertain that the bird was practically pure white, save for a tinge of greyish on the tips of the primaries, and a cloudy patch on the scapulars. The irides were bright pink.—Clifford W. Greatorex.

A POETIC BLACKSMITH.

To the Editor.

Sir,—This entertaining blacksmith's shop is on



THE BLACKSMITH'S SHOP AT CROMWELL.

the Great North Road at Cromwell. On the board above the door is this inscription:

"F. Naylor,
Blacksmith.
Gentlemen as you pass by
Upon this shoe pray cast an eye.
If it be too strait
I'll make it wider.
I'll ease the Horse & please the rider.
If lame from shoeing, as they often are
You may have them eased with the greatest care."

—J. Denton Robinson.

NEW THOROUGHBRED SIRES FOR THE COMING SEASON

NOTABLE HORSES AND THEIR PROSPECTS.

THE season for all interested in the breeding of thoroughbreds opens with the New Year, and if breeders have not already made their plans for the mating of their mares, they will soon have to do so. It is known that the leading sires have their subscriptions filled, and in one or two cases this even extends to 1923. Fortunate are the owners of such horses, and certainly they are envied by the owners of the smaller fry that cannot fill at the most modest fees. Their breeding may be all right, but, perhaps, they were not very distinguished on the racecourse; or they could not be trained and the owners want owners of mares to take their word for it that they are only undistinguished for lack of opportunity. In a few cases one wonders how subscriptions are gained at all so hopeless do they seem as sires likely to get winners. But men will persevere to make what they believe in, if only because they are encouraged to do so by all the romance there is in breeding. The most forlorn propositions will sometimes come up trumps. I often think of the case of Sundridge, a horse that was a sprinter and was even suspected of being wrong in his wind. His owner, Mr. Jack Joel, had bought him during his racing career from Sir Samuel Scott and he sent him to his stud at Childwickbury at the nominal fee of 9 guineas. He was supposed to be touched in his wind, but Mr. Joel put his best mares to him and at once he began to get some wonderful stock, the greatest of all, of course, being Sunstar, who won him the Derby and the Two Thousand Guineas in 1911. His fee rose to 200 guineas, and, I believe, more, and the old fellow is still alive after having been domiciled for some years in France.

I thought it might be rather interesting if I turned to some of the horses that will be taking up stud duties for the first time this coming season. We have known them as racehorses and their owners want us to know much about them as sires, for there is no shadow of doubt that a successful sire is a very fine commercial proposition. I regard Lemonora as the best of the newcomers at the stud. He won the Newmarket Stakes and the Grand Prix for Mr. Joseph Watson. He was third in the Two Thousand Guineas and the Derby, and I do not think there was any excuse for him on either occasion, although this is not the view of his jockey, Childs, where the Derby was concerned. But for the drought and the very hard ground Alec Taylor would have been able to train him for the St. Leger, and I have no doubt in my own mind that he would have won it as he was always the superior of Polemarch. It was a fluke when that horse beat him for the Gimcrack Stakes. Lemonora is a big and powerful chestnut horse, by Lemberg, from the Gallinule mare, Honora, and he goes to the stud at a fee of 198 guineas, which, as fees are in these days, is not excessive. I would like to have seen him at 150 guineas, but in this matter of fees I think a horse commands just as much as he is really worth in the long run. I think it is far easier and certainly sounder to put a horse's fee up than mark it down like soiled goods in the bargain department of a shop. Reducing a horse's fee is a poor advertisement for the horse when age alone does not justify it.

For that reason I am sure Lord Londonderry was wise in changing the fee of his good handicapper Glanmerin. He was first retired at a fee of 200 guineas, but second and wiser thoughts prevailed and breeders can now have a nomination to him for 98 guineas. Lemonora, I might add, is to stand at the Manton Stud, which now belongs to Mr. Watson, and it is there also that the brilliant racehorse Gay Crusader has been standing for the last two years. The high class little mare, Love in Idleness, is now at this stud, but I have not heard whether she is going to Gay Crusader or Lemonora. Glanmerin is standing at the Gazeley Hill Stud, near Newmarket, which is under the supervision of the horse's late trainer, Sam Pickering. Lemonora could get a mile and a half, and it was through his possession of stamina that he won the Grand Prix when, however, the French champion, Ksar, was not ridden well. Ksar redeemed his reputation later in the year and did much to enhance the performance of Lemonora. To take the newcomers in their alphabetical order I may mention Allenby, a son of Bayardo, that would have done far bigger things but for having indifferent forelegs. He is, however, so very well bred and is so good-looking that a good judge like Mr. Jack Joel did not hesitate to arrange with Mr. Raphael to have the horse located at Childwickbury.

Caligula is the grey son of The Tetrarch that caused a big surprise by winning the St. Leger a year ago. Since then he has been given a trip to India with a fruitless race thrown in, which was not quite an ideal preparation for stud duties. However, his Indian owner, who is prevented by his religion from crossing the water, wanted to see him. The horse is now located at Overton, Hampshire, at a fee of 300 guineas, which seems to be ridiculously big. But that, of course, is the owner's affair, and he has seen to it that he shall have some valuable mares at the outset. Dynamo, a son of Turbine, goes close to his owner's place in North Yorkshire. At the Theakston Hall Stud he is to stand at a fee of 18 guineas. He was a very smart two year old and then seemed to train off, or perhaps he was consistently overweighted, which may be the same thing expressed differently! Granard, one recalls, as a very handsome chestnut horse that could go very fast for five furlings. He is not particularly fashionably bred, though his dam brings in the blood that produced Orby. Only 9 guineas are being asked for his services, and in the case of the grey horse, Herodote, by Roi Herode, the fee is 18 guineas. Granard is to stand near Preston and Herodote at Thetford in Norfolk.

Other newcomers to the stud are Mountaineer, Prince Galahad, All Alone, Silvern, Spearwort, Square Measure, Tangiers and Viceroy. That little list includes some well known horses, for in Tangiers we have a winner of the Ascot Gold Cup—at any rate, he was given the race on the disqualification of Buchan. I shall always regard Buchan as the better horse. Tangiers is by Cylgad, and quite the best horse got by that sire. Silvern is an especially interesting horse, as he has been purchased on behalf of the National Stud by its honorary director, Captain Greer, for a pretty big figure. I should say without hesitation that he will prove to be a most judicious purchase apart from Captain Greer's judgment being so very sound. Silvern was not only a high-class horse when really well, but he is extremely well bred, being a son of the great Polymelus from the Gallinule mare, Silver Fowl, dam also of Silver Tag and Fifinella, both very notable mares, especially, of course, the latter; for it was Fifinella that won both the New Oaks and the New Derby in 1916 when the races were held at Newmarket. The new National Stud sire is a fine-looking individual and, naturally, as a taxpayer I hope the horse may have a big career and bring in much revenue in the form of fees.

Spearwort will appeal to all who want to mate their speedy mares, providing also the blood suits, as he was a stayer of proved excellence and his owner has done the right thing by starting him on his career at a comparatively modest fee of 48 sovs. He has taken up his quarters at the Meddler Stud at Kennett, near Newmarket. I always regarded Square Measure when in training as a horse of tremendous vitality, and I expect he will develop into a particularly heavy and powerful horse, something after the Sunder type. He was a very fine performer, and I hope breeders will give him every chance. A horse of such courage and vitality is the sort I personally would choose, other things being equally satisfactory. Prince Galahad, we are told, was tried as a three year old just before the Two Thousand Guineas of last year to be better than Tetratema, which, you will remember, did win the race. In that same trial he beat and gave weight to the very useful older horse, Roideur. There was trouble with him after that very high trial and it was found impossible to train him again. He represents the St. Simon line through Prince Palatine, while the dam brings in the Stockwell line, always a "winner" as a cross. I notice he is going to stand at the Egerton Stud at Newmarket, where also Viceroy, which used to carry the King's colours, will stand. The latter is a good-looking bay son of The Tetrarch. All Alone was undoubtedly a good stayer, and I feel sure he would have won the Goodwood Cup but for breaking down very close home. He is by Royal Realm and is to stand at the same stud as the better known Rich Gift, at Shrewton in Wiltshire. His fee is the nominal one of 9 guineas, and, incidentally, I may add that 48 guineas are being asked for Prince Galahad, 99 sovs. for Tangiers, and 45 guineas for Square Measure. These are modest figures and significant of the changed times. The most expensive horse will be Caligula, but perhaps his owner is not anxious to entertain any public mares. That can be the only possible explanation.

PHILIPPOS.

AN ALABASTER IMAGE OF ST. CHRISTOPHER

By Eric Maclagan.

THE Victoria and Albert Museum has recently been presented, in circumstances which make the gift of peculiar interest, with an English fifteenth century alabaster figure of St. Christopher, here reproduced for the first time. The figure, which is about 3ft. 3ins. high, exclusive of the base, is one of the largest of its kind that has survived; the tallest of the three beautiful images from Flawford Church, which are now the glory of the Nottingham Museum, is an inch or two shorter, an image of St. Ursula in the Musée de Cluny perhaps an inch or two taller. The Flawford images—a Virgin and Child, a St. Peter and a bishop—are of a nobler style, and may well belong to the closing years of the fourteenth century. But the St. Christopher is itself a dignified and characteristic example of English fifteenth century art, and it will be a most valuable addition to the rapidly growing collection of English alabaster carvings at South Kensington.

Thanks to the researches of the last twenty years it is now known that during the latter part of the Middle Ages an active industry was engaged in producing reliefs and images (besides elaborate tombs with effigies and other larger sculpture) from the alabaster quarried at Chellaston and Tutbury. The alabaster workers (described in contemporary documents as "alablaster-men") of Nottingham were particularly numerous, but guilds of such workmen also flourished in other English towns. These alabaster carvings, which may be regarded as a more or less commercialised offshoot from the great English sculpture of the thirteenth and fourteenth centuries, acquired a European reputation. Examples of them are still to be found in considerable numbers from Naples to Iceland, from Danzig to the Balearic Islands. There appears to have been an organised export trade in them during the fifteenth century, and many more found their way out of the country at the Reformation.

Most of the alabaster was worked up in the form of reliefs, and these were grouped together to make altarpieces or retables, generally with folding wooden frames. A complete example of such an altarpiece, apparently the only one in England (though a fair number have been preserved on the Continent, particularly in France), was acquired in 1919 for the Victoria and Albert Museum. This has the typical arrangement of five reliefs, the central one taller than the rest, with the narrow half spaces at the end of each folding wing filled with small images, in this case St. John the Baptist and St. John the Evangelist. Many small images of about this size or a little larger have survived, and, no doubt, these once formed part of similar altarpieces. But this St. Christopher is on a larger scale altogether, and was probably intended to stand by itself in some English church.

Such images or paintings were often placed just inside the doors of churches, for towards the end of the Middle Ages a belief prevailed that to set eyes on the figure of St. Christopher was a protection against an "ill death" during the rest of the day:

> Cristofori faciem die quacumque tueris
> Illa nempe die morte mala non morieris.

In another version it is from weariness that the kindly Saint preserves those who behold him. Nine churches at least in England (not to mention inns!) bear his name, and his story is still one of the few more or less familiar ones in the "Golden Legend." Most people know how the giant left the service of the king his master when he found that he was afraid of the Devil, and then similarly deserted the Devil when he found he was afraid of the Cross; how, under the instruction of a hermit, he set his strength at the service of pilgrims to carry them over a dangerous ford; how one night a mysterious Child asked to be carried over, and grew heavier and heavier on the giant's shoulders till he almost fell; and how when they reached the other side the Child explained that He was Christ Himself, and that the weight which had made the giant stagger was nothing less than the sins of the whole world. At the Child's bidding St. Christopher stuck his staff into the ground, and next morning it had broken into leaves and fruit. Later, after many miracles and conversions, the giant suffered martyrdom.



ST. CHRISTOPHER AND THE BLESSED CHILD.
The figure of the donor is a rare and interesting feature.

In the image here reproduced the Saint is represented in the traditional manner, with the Child on his shoulders, wading in mid-stream; his massive staff bursting already, by anticipation, into thick foliage at the top. There are no fewer than three other alabaster images in the Museum (two of them on loan from Dr. Hildburgh) with almost exactly similar figures, all of them smaller in scale. The whole image is in excellent condition, excepting for the hands and one of the feet of the Child, which have been restored. The colour which once enlivened part of the surface has mostly disappeared, but one can see that the Saint's mantle was lined with a brownish red, and his tunic with dark green, while his hair and his thick curling beard were gilded. At his feet, to the right, kneels a diminutive figure of a tonsured donor, apparently a priest in a master's gown, with a long scroll, no doubt originally inscribed with a prayer. Such donors do not occur very often in English alabasters, though there is a very similarly placed donor at the feet of the Flawford St. Peter, already mentioned, vested, in this case, in a chasuble.

The image of St. Christopher now stands on a base which is apparently more or less contemporary work in alabaster; it may possibly have been made for a companion statue of St. Mary Magdalene, for on the top the name "Madelane" has been roughly scratched with the point of a knife, and the two saints do occur together on the wings of one existing altarpiece. Any trace of the painting which may have decorated the shield in front of the base has vanished. Nor is there any documentary evidence as to the earlier history of the figure itself, which has been for many years in a French private collection.

Early this year it was purchased in Paris and presented to the Museum by a body of subscribers in memory of their comrade in captivity at Ruhleben, Cecil Duncan Jones, who died on November 10th, 1918, on the eve of the Armistice, a few days after his repatriation. Such a manner of commemoration is surely a particularly appropriate and effectual one, and might well be widely adopted, for generations of visitors to the Museum will have recalled to them, if only for a moment, the name of this one among the innumerable victims of the war.

Cecil Duncan Jones was born on June 13th, 1883, at Grantham, where his father was curate. He was educated at St. Edmund's School, Canterbury, and articled to a firm of architects and surveyors, but he left them not long afterwards to join Sir Frank Benson's dramatic company. He acted with

other managers as well, and tried his hand at the same time as a journalist, a lecturer and a novelist.

At the outbreak of war he was in Alsace-Lorraine, recovering from an attack of appendicitis, and was left a prisoner among the Germans; after being sheltered by friends for some time he was sent to Ruhleben in 1914. The severe conditions of the camp told heavily on his weakened constitution, but for over three years he continued to exercise all his gifts for the welfare of the community. "In the Camp School," writes a friend and fellow prisoner, "he lectured brilliantly and consistently on English literature, coached marine apprentices in essay writing, and trained more advanced students in diction. He was an enthusiastic member of a reading circle, the taste of which he stimulated. Invited in December, 1917, to become the President of the Y.M.C.A. in Ruhleben, he filled the post ably up to the time he left the camp for Holland in April, 1918." But his most notable work was done for the Ruhleben Theatre, where he was the foremost producer, and where his presentations of plays by Shakespeare, Sheridan, Bernard Shaw, Masefield and others won the comment that during such performances it was possible for men to forget that they were prisoners.

"Memory of him," writes the friend already quoted, "presents the paragon of what friendship should be in days that are bereft of light."

SHOOTING NOTES

By Max Baker.

ROEDEER IN SOUTHERN COUNTIES.

A FRIEND with whom I discussed the apparition of a roedeer in the course of driving the Iwerne Minster coverts proved to possess some interesting information on the subject. He recalled the fact that this species had long been extinct in the South when seventy were imported from Scotland and turned loose on the Milton Abbey estate, Dorset. So amazingly have they thrived since that the extent of their range is hard now to determine. The tract of heath and forest land which may almost be said to begin on the Bagshot sand area in Surrey, extending onwards through Hampshire, taking in the New Forest, passing along through Dorset and so reaching Devonshire, has provided a natural sanctuary for an animal of retiring habits which hides during the day in the inmost recesses of the forest. The large military camps which were established during the war in the neighbourhood of Wareham contained their proportion of men who were bred from childhood to conditions of wild life, and it is said that parties of them took to the open and gave themselves up to what in civilised countries is known as poaching. What is certain is that game and other wild creatures of an edible kind became very scarce in this neighbourhood, the roebuck, among others, practically disappearing. But now they are said to be coming back gradually, so that the wild charm of the district will soon be restored. My friend, who is a keen votary of the rifle, pays periodic visits to a relative whose estate includes some of this untutored territory, and he tells me that on one such occasion he managed to bag by pure methods of stalking no fewer than eleven of these miniature deer, February being the month when they are in primest condition. Mr. Ismay told me that they were very destructive in the woods, injuring saplings and other young tree growths which were destined to make timber. There is no harm or cruelty in shooting them when they break covert during pheasant drives, for they are as easily killed as hares and form a pleasing addition to the bag.

LONG WAITS AT PHEASANT DRIVES.

The one defect standing in the way of perfect enjoyment of pheasant shooting is the interminable-seeming waits which occur between placing the guns and the arrival of the first timorous rabbit. Latterly I have paid more attention than formerly to the inner working of drives, and, as happens in the case of guns who accompany the beaters, have found the interval full of incident. There can be no question of spinning out the day, readily as the idea may occur to the shooter on the line who wonders what on earth the beaters can be doing. The head-keeper is almost merciless in his command, "beaters this way," almost immediately after they have disentangled themselves from the last adhesive spray of briar, and while they appear to be doing useful work assisting in the pick-up. Odd ejaculations from those in authority also prove that they have a lot to get through in the time and are pursued by the dread that the culminating beat will be spoilt by darkness. Yet in watching the progress of a drive one cannot help at times wondering whether its early stages are not too painstakingly performed, just as one similarly imagines the speed to be excessive towards the end. Odd evidence in the form of birds which have reached the boundary while the beaters are still a quarter of a mile to the rear shows how little disturbance is necessary to send them running forward. There are, of course, the squatters also to consider, these being the birds which are passed by unless every bush and piece of tangle is vigorously beaten. Then, again, is the fact, especially noticeable to-day, that coverts are not in the condition which cheaper labour and more abundant attention to shooting enabled the owner to achieve in pre-war years. A passage has now to be forced, and it all takes time. Details notwithstanding, there are many reasons for thinking that methods might with advantage be modified so as to achieve more rapid progress in the initial stages of a drive. One of the pleasantest, though, curiously enough, not a very popular way of diversifying the programme is for the guns to walk in line with the beaters and so participate in some of the sweeping-in processes.

THE SHOOTING MAN'S DIARY.

The seventeenth issue of the "Shooter's Year Book" has just made its appearance. Formerly, the shooter's year was judged to end on June 30th, and a new one to begin on July 1st, but now the diary has been brought into line with the general run of such publications, so that the new edition covers the year 1922. The tabular and statistical matter has been cut down as compared with previous issues, notably by the omission of the tables giving the patterns for various borings of guns in association with the usual shot sizes and for the complete list of charges. As the table of total pellets in the charge remains the shooter may readily extract the 40, 50, 60 or 70 per cent. which represents the proportion of pellets in the 30in. circle at 40yds., according to whether the boring is true cylinder and so on up to full choke. The reading matter has been increased, the Nobel Company having taken this opportunity to inform shooters how great was their difficulty in deciding, out of the many powders they inherited as a result of amalgamation, which they should select for future concentration. On the subject of standard loads the publishers explain that while their tests and system of standardisation are necessarily directed towards the obtaining of ideal behaviour from the duly prescribed doses, they recognise that progress in the past has been largely stimulated by variations conceived and tested by the sportsman and trade loader working in collaboration. Therefore, they view sympathetically the variations favoured by many of the smaller units of production. The diary can be obtained free of cost on application to the Advertising Branch, Nobel House, London, S.W.1. It is leather bound, of waistcoat-pocket size, and altogether about as desirable and useful a possession as one can expect to obtain in these days without the formality of payment.

A RIFLEMAN'S JOURNAL.

The National Rifle Association has issued a notice to the effect that with the New Year it will commence the re-issue of the *N.R.A. Journal*. As might almost be expected, the Editor is Mr. E. H. Robinson, joint author with the late Mr. Ommundsen, of "Rifles and Ammunition" (Cassell), a book I always delight to describe as a *magnum opus*, in tribute to its dimensions as well as its quality. Speaking seriously, Mr. Robinson is a first-class man for the work. Primarily a journalist, he first graduated in shooting circles with the miniature rifle and wrote one of the most simple and instructive of the many handbooks which were issued during the campaign initiated by the late Lord Roberts. Then, almost without preparation, Mr. Robinson entered the ranks of match rifle shots, passing with a bound from miniature distances to the 900yd. to 1,200yd. ranges of the greatest masters in the art of wind-judgment. He not only earned a place in this distinguished company, but carried off in his first year the Hopton aggregate cup, which ranks as the championship trophy. During the war, after a period of active service in the Flying Corps, he joined our happy company at the small arms ranges at Woolwich Arsenal, where his bent for experimental work found full scope. He is never thoroughly happy except at Bisley, where he is to be found most week-ends during the season, so he is sure to make things hum. By the way, our own small contribution to rifle shooting excellence in the younger generation is going very strong. A suggestion has been put forward that Public Schools qualified to compete in the COUNTRY LIFE Competition shall be allowed to enter a second team; and there is every prospect of the thing going through. This competition is a marvel in its way, for its conditions represent about the most interesting and soul-stirring contest that the miniature rifle is capable of inspiring. These conditions are adopted for most of the inter-school matches, and best of all, they are judged by the musketry authorities to represent a splendid system of training.

THE ESTATE MARKET

REALISATIONS IN 1921

WHEN we speak of realisations in 1921 we mean, of course, the turnover, in one way or another, in respect of real estate so far as it can be ascertained from figures actually available from week to week. Thus limited, the total for the year is by no means unimpressive, for the transactions, regarding which definite prices have been revealed, amount to approximately 16 millions sterling. When to these come to be added the amounts changing hands for more or less private transactions, it is obvious that the year has seen a very large volume of business, notwithstanding that it is naturally not equal to the amount transacted in either of the two preceding years. But 1919 was abnormal in many respects, and 1920 saw a continuance of the effort to make up for lost time during the war and to take advantage of the relatively high range of prices then prevailing. Sooner or later it was clear that there would be a trend towards reversion to the normal in quantity offered and prices obtained, and if there has been a rather rapid descent towards pre-war averages in volume, it must be attributed partly to the special difficulties to which every kind of financial operation has been subject throughout 1921. As we have already pointed out in these columns, some of the disturbing factors seem to have been, or to be on the point of being, eliminated, and that is all to the good for the prospects of business in residential, sporting and agricultural estates during the New Year.

No week of 1921 has passed without the announcement in COUNTRY LIFE of a considerable number of important sales, and some of them have been of great general interest, apart from any question of the amount realised. The passing under the hammer of such estates as Stowe, for example, has made 1921 memorable in the annals of real estate, and there have been dealings in London and other urban estates on a scale of considerable magnitude. The Reigate auction needs only to be mentioned to remind readers of this fact. The latter sale was one of those conducted by Messrs. Knight, Frank and Rutley. who have sold 1,776,727 acres in the United Kingdom during the last four years.

SALES OF LANDED ESTATES.

THE second list of landed property dealt with by the Hanover Square firm in 1921 is as follows :

Viscount Hampden's Royston estate (part of), Hertfordshire, 1,145 acres, Pollok Castle estate (outlying portion), Renfrewshire, 771 acres ; Lord de L'Isle and Dudley's Penshurst Place land (part of), near Tonbridge, 580 acres ; Overstone Park, Northamptonshire, 4,065 acres ; Grenehurst Park (outlying portions), Surrey, 476 acres ; Major J. H. Leschalles' Glenfinart estate (part of), Argyllshire, 1,500 acres ; Buckland-tout-Saints, Devon (re-sale), 912 acres ; Moseley and Colton estates, Staffs and Derby (re-sale), 695 acres ; Fence Wood estate (part of), 503 acres ; Langenhoe Hall, Essex, 1,422 acres ; Brandon Park (part of), Suffolk, 813 acres ; Horsea Island, Suffolk, 717 acres ; Marquess of Breadalbane's Taymouth Castle estate, Perthshire, 30,900 acres ; Miss Cabrera's Wentworth estate (part of), Virginia Water, 1,120 acres ; most of the town of Reigate, 200 acres ; Lord Masham's Godmersham Park (remaining portion), near Canterbury, 1,083 acres ; Sir Beville Stanier's Peplow Hall estate, Salop, 1,540 acres ; Orroland estate, Kirkcudbright, 1,640 acres ; the Hon. E. C. Harmsworth's Fairlight estate, Sussex, 400 acres ; Gartsherrie estate, Lanarkshire, 992 acres ; Loch Green estate, Stirling, 610 acres ; Major Cunningham's Laws estate, Berwickshire, 665 acres ; Captain R. C. Wilson McQueen's Hardington estate, Lanark, 907 acres ; and Auchinellan, Argyll, about 1,000 acres ; Hartree estate (part of), Lanark, 1,723 acres ; Cloverhill and Broughtonknowe Farms, Peeblesshire, 934 acres ; and Captain Brassey's Heythrop estate (part of), Oxfordshire, 639 acres.

Mr. J. M. Naylor has instructed Messrs. Knight, Frank and Rutley to sell outlying portions of the Leighton Hall and Nant Cribau estates, near Welshpool, about 800 acres, the tenants to have the offer of their holdings.

FURNITURE AND PICTURES.

HOW much, besides the retainer to the agents and the solicitors and the turnover for the real estate, is involved in so many of these transactions may be gauged by Messrs. Knight, Frank and Rutley's report that during the year closing to-day they have, apart from the sales in their rooms at Hanover Square, held auctions in country houses in various parts of the United Kingdom on seventy separate days during the current year. At Newstead Abbey, formerly the home of Lord Byron, the poet's bookcases sold for £650 ; a set of six William and Mary chairs brought £525, and a quaint old English walnut dressing table £283. At Godmersham Park old Dutch pictures belonging to Lord Masham brought good prices, and a small sketch by Shayer sold for 100 guineas. The late Mr. Pryor's collection at Weston Park contained some speculative pictures, a "Marriage of St. Catherine" bringing £400, and a portrait by Verspronk selling for £500. The firm's sale of Reigate was preceded by the auction of the contents of Reigate Priory, the famous mansion now occupied by Admiral Lord Beatty, when nearly two thousand lots realised over £10,000.

The value of early English furniture achieved a striking example at the Lechlade Manor auction, where 950 guineas were paid for eighteen Hepplewhite chairs, and a small panel of the "Presentation in the Temple," by Master Wilhelm of Cologne, brought 560 guineas. At Captain Brassey's sale at Heythrop a book of etchings by the late Francis Seymour Haden sold for 260 guineas.

AUCTION OR PRIVATE TREATY ?

WE shall be glad to receive reviews of their work during the year from other firms, and to deal with them, as space permits, in the next week or two. In one way every reader of COUNTRY LIFE has in his own hands the most effective review of 1921 real estate work that could be wished for, if he will only take the Estate Market pages week by week and glance through them. He cannot fail to observe, if he does so, that a good many of the announcements which have recently appeared relate to sales which are contemplated for the New Year, and they include some very interesting and valuable estates. Some of these are for auction and others for private treaty only, or they may be negotiated for pending the public offering. Whether to make an offer in advance or wait for the auction is sometimes a difficult point to decide, and, on this score, Messrs. Hampton and Sons, in their review—an extract from which was published last week—seem to favour auction as preferable to private treaty. It is, perhaps, a debateable point, though we should have said that, given a good agent to act for him, a buyer might feel just as confident in closing privately as in waiting for what has been grandiloquently termed "the arbitrament of the hammer." In any event, a purchaser should have a full and proper valuation of what he proposes to buy, and, if he has that and faith in his agent, he should have the courage to act on the opinion he has paid for, and buy as expeditiously as possible.

LORD NELSON'S SALE OF FARMS.

ROCHE COURT and Gutteridge Farms, Winterslow, recently offered by auction by Messrs. Woolley and Wallis, have been sold by private treaty. They cover some 1,300 acres (chiefly arable) and extend from Winterslow village to the further side of the main London road. Part of the land is held by the War Office. These farms were for many years in the occupation of Mr. G. Bright, and were the property of Lord Nelson. Roche Court House and the park and woodlands, over 455 acres of very sporting property, are still for sale.

OLD COTSWOLD FARMHOUSES.

SOUTHAM DE LA BERE, Gloucestershire, received full notice in these columns (Vol. XXII, page 594), and the illustrations and descriptions are of interest in view of the impending auction by Mr. Jackson Stops of land in and near Cheltenham, which also formerly belonged to the late Lord Ellenborough. Particulars of sale are ready, and though they do not include the property first-named, they comprise a large acreage of first-rate farming land and a great many fine sites for residences. A feature of the lots, for sale on January 19th at Cheltenham, is the number of delightful old farmhouses.

It is not surprising that at the conference —announced as likely to be held, in COUNTRY LIFE of December 17th—between Mr. Jackson Stops and the tenants, the majority of the farms changed hands privately, but the other portions of the property are very attractive to various classes of buyers, and the auction will be awaited with interest.

Over £20,000 worth of residential property in the Bournemouth district changed hands in the last working fortnight of the year, through Messrs. Fox and Sons. Among the properties were some in the Branksome Park neighbourhood, including Court Lodge, Tower Road ; a new house on the Boscombe Manor estate ; and others on the Rush Corner estate. The firm's lettings of country houses comprise, among others, the old-fashioned place at Canford Magna, known as Knighton House.

Aswardby Hall, near Spilsby, 287 acres, is for sale privately by Messrs. Norfolk and Prior, for Mr. E. Cyril Grant.

AMERICAN INTEREST IN IRISH LAND.

OUR remarks a week ago on the beneficial influence which the restoration of peace in Ireland must inevitably have on property there are confirmed by Mr. Raymond V. Judd (Battersby and Co.), who is now on a visit to the United States in regard to American enquiries as to Irish estates. He says : "I have among my correspondents in America wealthy men, retired and otherwise, who are interested in Ireland, from a residential point of view. I may instance one commission I hold, among others, from a very wealthy official of the United States Government in New York—whose father, he has told me, was originally a peasant in Kerry—to secure for him, in the event of peace being settled, a residence in the South of Ireland, which, he states, he would regard as a country house, to be occupied by him and his family ; this, in his view, would involve no interruption of the legal duties of his offices in Broadway.

"Such an attitude of mind opens up highly interesting possibilities, and, in this connection, one is reminded of the Earl of Granard's reported exclamation, when he was told of the successful termination of the Peace Conference—'Ireland will now be the finest place on earth to live in.'"

TURNOVER NEARLY A MILLION.

"ON the whole, looking at the records of sales in the Harrods Estate Sale Rooms and elsewhere, the year's result has been satisfactory" (say Messrs. Harrods in their annual review), "and, although the crest of the wave of values was passed some time ago, still, the trough may not be a very deep one, as, with a little encouragement, prices may indeed tend upwards in the near future.

"The brightest section of the market, as tested by Messrs. Harrods' results, has been in the demand for good country houses, both old and modern, with a few acres, and not too far from London and other centres. The motor car has come to be the indispensable and invaluable complement of the country house, and it ever must be so. The cost of a car and garage are really negligible if they are calculated, as they should be, in relation to that of the property they are to serve. This is most plainly evident if we consider the suburban and extra-suburban residence and the price at which it can be bought, and compare the figure with the cost of really commodious and well situated houses in town. The car brings the outlying house within an easy run of the City and West End, and enables its owner to enjoy the advantages of a large and well built freehold, with anything from an acre to 50 acres or more, in possession in fee simple, instead of a leasehold.

"Charming old houses, and some of the best examples of modern design and construction, with land varying from half an acre up to 50 or 100 acres, have been dealt with at Harrods' Estate Sale Rooms during the year with a high average of success, the more marked if consequent private sales of such property as was withdrawn are taken into consideration.

"In a business register which embraces properties in nearly every part of England and Wales, and some Scottish estates, it is impossible to attempt to go into details, but, broadly speaking, it may be affirmed that the aggregate realisations effected by them, and this does not, as is sometimes done, include capitalised values of property let by them, have this year reached a total of not very short of a million pounds sterling."

ARBITER.



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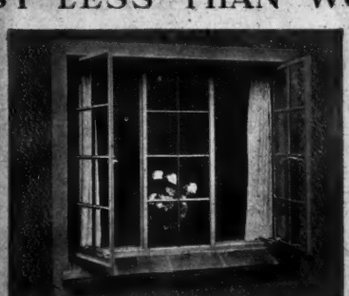
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QUEEN ALEXANDRA'S ROSES

ARMS AND ARMOUR—BYRON RELICS—DRAWINGS BY OLD MASTERS—GEMS AND COINS.

FOR Her Majesty Queen Alexandra Messrs. Christie had the honour of offering at their rooms on June 22nd a bouquet of roses from the Royal Gardens at Sandringham. The blossoms realised the splendid sum of £1,143 19s. for the benefit of the hospitals, whose welfare Her Majesty has so much at heart, and for the increase of whose funds her Rose Day has proved such a happy inspiration. On the same day Messrs. Christie offered the unset stones collected by the late Mr. Herbert C. Maxwell Stuart. The case of specimen sapphires, 2,384 stones, made £3,000. Jewels from other sources were purchased at prices ranging from £1,000 to £3,800.

Through exhibition at the Victoria and Albert Museum and recently at the Bristol Museum much of the collection of arms and armour formed by Mr. John Beardmore about a hundred years ago is well known to all interested in the defensive and offensive instruments of old times. The collection is now to be dispersed by Messrs. Christie on July 5th. It includes five complete suits of armour, the earliest being a fine fluted suit of bright steel of German origin *c.* 1490.



ENGLISH GUN-SHIELD, MATCHLOCK PISTOL PROJECTING FROM CENTRE.

Another German suit made by the armourer of Augsburg for the Court of Spain about 1560 is of bright steel etched in bands of floral pattern with trophies of arms, chimerical figures and amorini, while a cap-à-pie suit from Malta, its breastplate engraved with the "Crucifixion" is of the same date. A fine English suit of bright steel decorated with engraved lines and brass studs was made probably at Greenwich about 1580. The helmet of burgonet type has hinged cheek-pieces with a falling buffe of two parts. The peascod breastplate is splinted at the waist, the back-plate is splinted and has a detachable garde-de-rein of four plates. There is interest, too, in the Bishop's mantle of chain-mail. Of the weapons, the strangest is the English gun shield of wood plated with steel and embossed in the centres of the plates. Projecting from it is the "gonne," a breechloading match-lock pistol. The shield retains its peephole and original canvas lining, and, probably, was one of the forty-seven shields in the Tower in 1547.

One of the havens of ancient peace amid the turmoil of London lies in Savile Row in a quarter full of the old-time residences of our nobility. Where it joins New Burlington Street one can look into busy Regent Street, a few stonethrows away, in perfect quiet from the windows of the Byron Galleries in the charming old house associated with the poet. Here are some interesting relics of him—a dressing-case, pipe, mourning ring, miniatures and autograph letters. This house contains many charming architectural features, among these the domed roof of the large gallery supported by rows of caryatid figures in white robes. In it are displayed many beautiful pieces of Old English furniture of various periods, including a remarkable lacquer cabinet rich in associations with the days of Colonial America, for it was once the property of and probably was made for, Jonathan Belcher, who in 1734 was "Captain-General and Governor-in-Chief of His Majesty's Provinces of Massachusetts and New Hampshire in New England," and Vice-Admiral. By his daughter it descended to a relation, who bequeathed it to the person from whom it was acquired for the Gallery. In one of the drawers is a mezzotint of Jonathan Belcher by Faber after Phillips. Upstairs are the library and study which has a beautiful Queen Anne ceiling, and many specimens of magnificent furniture and glass. Throughout the galleries one finds many enviable household gods.

At Messrs. Sotheby's on July 5th, the famous collection of drawings by Old Masters, belonging to the late John Lord Northwick, comes up for sale. Of the early Italian school are the superb studies of angels by Benozzo Gozzoli in pen and ink, heightened with white on a pink ground, for his fresco of the Adoration, painted in 1459 in the Riccardi Chapel, Florence, and the sheet of studies by Paul Veronese. Very charming is the head of a boy wearing a quaint barette with plume in black, red and white chalk, by Watteau. By Rembrandt are "The sick Woman," "The Arming of Achilles." and "Rebecca leaving the house of her Parents," on which is an inscription in Rembrandt's hand. In this collection, but in a different property, is a fine series of breezy studies of shipping by Willem Vandevelde the Younger. Examples of the English school are numerous and important, such as Bonington's "St. Pierre, Caen," "The Harvest Field" by David Cox in water-colours, remarkable landscapes by Gainsborough and a study of the head of the dead Napoleon by Captain Marryat, the novelist. Ancient gems collected by Professor Story-Maskelyne, of the Mineral Department, British Museum, occupy Messrs. Sotheby on July 4th and 5th. The collection contains fine specimens, ranging from early Babylonian to late Roman and Persian, the series of Greek workmanship of the fifth and fourth centuries being of especial excellence. Equally important are the Greek and Roman coins which they sell on July 6th and 7th, many specimens being in mint condition after a lapse of eighteen centuries. Extremely rare are the gold coins of Otho, Philip I and Philip II, while the Roman examples afford a splendid series of portraits of emperors and their consorts.

Old English silver, Sheffield plate, jewellery, coins and medals were disposed of by Messrs. Puttick and Simpson on June 23rd. One fine example of Georgian silver, a Warwick cruet frame containing three octagonal muffineers, with pierced tops and two cut-glass bottles, was made by Thomas Bamford, 1721 and 1722. The day following they sold furniture, ceramics, glass and Oriental rugs. Among the salt-glaze pottery was a fine teapot modelled with vine branches in the Chinese taste in colours, with branch handle and spout.

D. VAN DE GOOTE.

The Story of Nature's Bulk Storage: No. 4



The Great Ice Age

STARK, dim days when Primitive Man looked down from his nest in the trees, and beheld the creeping, glittering paralysis—Ice. Gradually it crept over the surface of the earth—grinding, crushing! Compressing the rocks and the riches that were to be man's inheritance. Gold—Ore—***Petroleum***. All safely locked in "Bulk Storage" till he learned to make proper use of them.

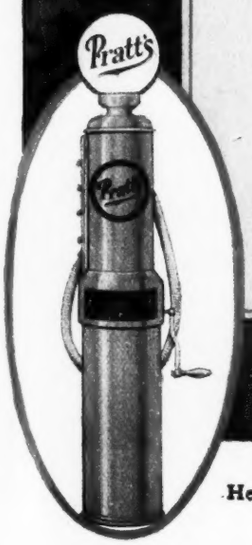
Then as man came into his own, the ice receded. Nature opened the doors of her storehouse, and bade him seek and find.

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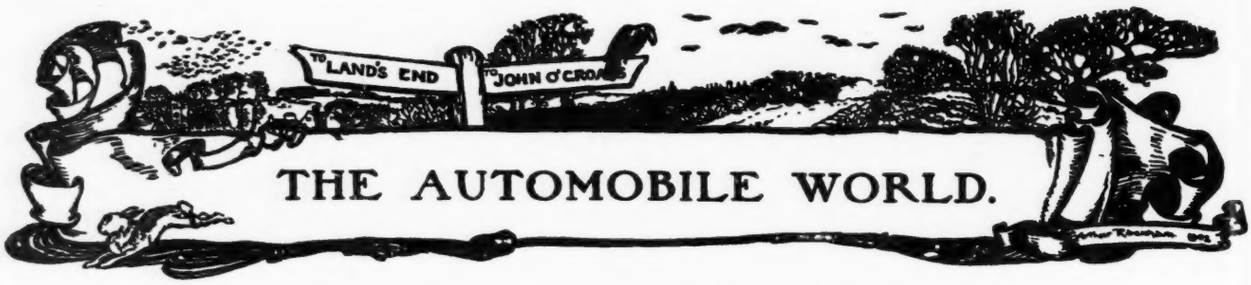
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THE AUTOMOBILE WORLD.

THE 16 H.P. TALBOT DARRACQ

THE car of to-day is the medium powered car or the light car; but the latter type of vehicle is still far from free of the unjust prejudice from which it suffers in the minds of previous owners of high powered vehicles. The high powered car can justify its existence, and its costliness is undoubtedly suffering from a shrinking market, and this change is giving a continually increasing popularity to the medium powered car that falls but little short of the highly expensive vehicle in the matters of performance and comfort. Of medium powered cars, an almost ideal example is the 16 h.p. Talbot Darracq, which, if one can judge from the state of its maker's order books, is, perhaps, the most popular of all medium priced, medium powered cars on the present market. Although the chassis is made in France, Darracq cars have done so much valued work on the British market and they have been before us for so long that this latest model is often regarded as a British production—a supposition strengthened by the recent working arrangement effected between the Darracq people of Suresnes and two such essentially all-British firms as Sunbeams and Talbots, the name of the latter being embodied in the British market designation of this latest Darracq production.

The 16 h.p. Talbot Darracq chassis is one of those productions that impress the observer with what appears to be the main characteristic of all high-class French automobile practice—solidity and neatness are features to a marked degree, and its detail finish is of a very high order. In the design there are no striking innovations, but the whole chassis is thoroughly up to date and typical of most modern practice, two of the best examples of this being the long cantilever springs used for the rear suspension and the absence of valve caps in the cylinder head.

Although designated as of 16 h.p., the four-cylinder monobloc engine has a bore and stroke of 85mm. by 130mm., which gives an R.A.C. rating of 17.9 h.p., so that the tax is £18. The cylinder block with its detachable head is of cast iron and is bolted down to the aluminium crank case, which is divided horizontally along the centre line of the crank-shaft, this latter unit having three bearings which are suspended in the upper half of the crank case. Thus the lower half of the crank case constitutes an oil sump only, the lubrication being by pump, driven from the cam-shaft, into troughs into which dip scoops on the big end bearings. The timing chains are lubricated by a positive feed from the pump, but the engine as a whole depends on splash.

The timing gear cover at the forward end of the crank case contains three chains, one drives direct from a pinion on the crank-shaft to the dynamo, the second drives the cam-shaft, while from the cam-shaft the third chain drives the magneto spindle, on a forward extension of which is mounted the water pump. A similar forward extension of the cam-shaft carries the belt pulley which drives the fan, and there is a whisper afloat to the effect that the chain drive for the dynamo is to be discarded and that this unit is to be driven by the fan belt, which, to our way of thinking, is a development not altogether progressive. In fact, if the Darracq people decide to adopt belt drive for the dynamo after having tried chain drive, it will constitute the only argument we can think of in favour of belt to replace chain. The fan spindle is carried on an independent bracket mounted on the top of the timing gear case, and the spindle incorporates a very simple eccentric adjustment that gives an unusually wide range.

Carburation is by the Smith five jet carburettor, mounted on the off side of the cylinder block and fed with fuel on the vacuum system. The carburettor mixing chamber is adequately water jacketed, and an unusual feature of this jacketing arrangement is illustrated in one of the photographs which show the water pipe from the cylinder leading direct to the radiator. The electric equipment of the car is complete and is of C.A.V. manufacture, and the batteries are sensibly carried in a box inside the main chassis frame.

The leather-faced cone clutch, behind which are two fabric flexible joints set closely together, transmits the power to a four-speed gear-box, which is three point suspended from two hefty cross members of the main chassis frame. Behind the gear-box is a foot-operated transmission brake, in the centre of which is an all-metal universal joint in which rests the splined forward end of the unenclosed propeller shaft. Final drive



THE TALBOT DARRACQ BETWEEN PYRFORD AND RIPLEY.

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Take a run in the new 40/50 h.p. Six Cylinder Napier, and prove how much better it is than your present car.

Napiers were the only engines used in the aircraft which secured the Highest Prizes in each of the three classes of the British Air Ministry Competitions.

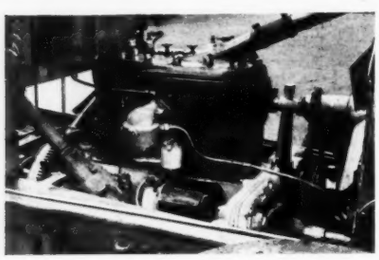
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at the end of this shaft is by underhung worm, and at the side of the differential casing is attached the triangulated torque member of tubular construction, which may be distinguished in the side view of the rear portion of the chassis. The hand brakes operate in drums on the rear wheels. Suspension is by semi-elliptic springs in front and, in the rear, by unusually long cantilevers, which a very short run in the car sufficed to convince us were unusually efficient. It is undoubtedly a fact that the suspension of modern cars is rapidly improving, and the Talbot Darracq is no exception to the general rule. The steering gear, which may be seen in the off side view of the engine, is by worm and segment and undoubtedly forms one of *the* Talbot Darracq features in the matter of road performance.

ON THE ROAD.

When any particular car has received an unusual amount of publicity and when it has earned for itself an exceptional reputation for any particular detail, the critic is subconsciously inclined to be more than normally exacting in his expectations when he takes the car out. This may explain in a large measure the suspicion



THE OFF-SIDE OF THE TALBOT DARRACQ ENGINE.
Showing the steering gear, dynamo and fan drive, etc.



REAR PORTION OF THE TALBOT DARRACQ CHASSIS.
Showing the long cantilever springs, the position of the worm drive and the torque member.

of disappointment that we felt with the Talbot Darracq engine. It has some very desirable features *in excelsis;* it is, for instance, uncommonly smooth, flexible and silent for a four-cylinder power unit, and in the two last points it compares very favourably with some of our highly esteemed six-cylinders. But the engine is obviously of the medium efficiency type, which, while perhaps to the good in that it ensures a maximum trouble-free life, does not give to the car that "vim," speed and hill climbing capacity which one might expect from its dimensions. Although our road surfaces were good, traffic was not as kind as it might have been, but even so was not bad enough to prevent the car from exceeding forty-five miles an hour had it been capable. We found that from 42—43 m.p.h. was about the maximum speed, although in fairness we must add that the engine and the whole car ran just as smoothly and just as quietly as at 20 m.p.h., which is saying a great deal for this exceptionally comfortable, easy riding four-cylinder car.

As we have suggested, the Talbot Darracq has three great features, and to which is given pride of place must be largely a matter for the individual reader to decide. Its engine flexibility is excellent, so is the springing of the chassis, and so is the steering of the car, while its engine silence at all speeds is something quite above the ordinary. Over the worst of roads that we could find the car rode beautifully, and it steered with an ease very seldom excelled.

The body fitted as standard is uncommonly roomy and, we felt, rather heavy for the chassis, and there are one or two features connected with the body that we feel inclined to criticise. Although its lines are elegant enough to satisfy the most exacting tastes, its very roominess was, to our way of thinking, a shortcoming, for it was almost American in this respect.

Nevertheless, this new Talbot Darracq undoubtedly deserves the almost exceptional popularity that it has attained—it is one of those cars that can be bought by the absolute novice and run by him indefinitely without causing him a moment's anxiety as to whether the car will get there and as to whether his passengers will appreciate his good taste. After all, the average motorist does not want frantic speed, his main requirement is comfort in the widest sense of the term, and the Talbot Darracq has to a very high degree the three essentials of continued motoring enjoyment—silence, ease of control and efficient suspension.

NEWS OF THE WEEK.

JUDGING by the dimensions of the engines in the various road-racing categories and classes of the competitions organised by the French automobile clubs, 20 h.p., 16 h.p., 12 h.p., 10 h.p. and 8 h.p. are the sizes that are to be encouraged in the Grand Prix (three litre), light car (2,000 c.c.), small car (1,500 c.c.), voiturette (1,400 c.c.) and cycle-car (1,100 c.c.) races. That means that cars of about these engine dimensions will be the fashionable models for Europe generally. For we and our cousins in the United States of America may flatter ourselves that our countries influence the motor market, but France still holds the position of leader in motor matters that no other nation can take away from her, due to her taking up the manufacture of automobiles, seriously, earlier than any other country and her continuance of international road racing. The United States has the credit for producing the everyday motor vehicle at a price which has given it a popularity with the greatest number of users in the world, for there are more American cars on the roads than any other makes. England is proud of the fact that she has produced cars which have been given the distinction as the basis of comparison by which all other motor carriages are measured in regard to quality; but for France, (and, to some extent, Italy) has remained the claim to produce a greater number of makes that can be termed "first quality" vehicles. The success of the American cars in their own country in the recent track races where international cars competed against them is to be further tested in the forthcoming race for the Grand Prix, for which they also entered, and should they win this event, it will be of immense value to their manufacturers. We in England hope that our own entries will be successful in this event on July 25th, as it will greatly stimulate our export trade, which is the true prize of the winning of this race. It will also decide the value of the eight-cylinder engine both from the automobile engineer's point of view and that of the public, as both will gauge its comparative value to the four-cylinder and six-cylinder types by its performance over the ten and a half miles circuit at Le Mans. Practically all the competing cars of whatever origin will be fitted with eight-cylinder motors.

The date for the cycle-car Grand Prix race has been announced as September 17th, with the two following days, September 18th and 19th, as those decided upon for the races for the International "Voiturette," the International "Small" car and the International "Light" car Grand Prix. The two former according to present arrangements will compete together on September 18th, leaving the course clear for the 2,000 c.c. "Light" cars on September 19th. The triangular ten and a half miles road circuit at Le Mans will again be used as for the major Grand Prix for the 3,000 c.c. cars in July, though it is likely that the number of circuits to be covered will be reduced for the smaller racing vehicles. No list of entries for these races is yet available, but it is understood that the Sunbeam factory is engaged on producing a 2,000 c.c. (two litre) model to compete in the "Light" car event and possibly the Darracq Company, which is an Anglo-French concern, will also have a team. The Sunbeam "two litre" engine is stated to be designed on the lines of the "straight-eight" cylinder Grand Prix "three litre" model which further proves the importance attached to the value of the experience already gained by the performance of the Sunbeam eight-cylinder in the race at Indianapolis, where it finished fifth.

ELECTRICAL EQUIPMENT.

For some years electricians concerned in designing the electrical equipment for motor vehicles to perform the functions of providing the lighting of the lamps, current for the ignition of the explosive mixture in the cylinders through the sparking plugs and for electrically starting the engine by means of a motor, have been endeavouring to evolve a machine that in conjunction with a set of accumulators will satisfactorily do all this work and yet be of a simple character. When the Vickers Company purchased the old Bosch concern in England during the war the magneto was still looked upon as the only reliable method for providing the ignition system; but as the years have elapsed the desire to reduce the number of machines—dynamo, magneto and starting motor—to one unit has advanced and it is pleasant to record the successful introduction by the British Lighting and Ignition Company, Limited, of a machine that gives two of these functions. In parentheses, the B.L.I.C. is a branch of the Vickers concern. This B.L.I.C. electrical equipment has also the merit that it can be used in conjunction with a magneto should the faith of its purchaser or his preference still cling to that form of spark-maker. At the same time as this combined unit is to be adopted as standard on Wolseley motor cars it should be strong evidence that it is efficient in giving satisfaction in this regard. As the ignition and lighting are provided by means of one electrical machine fitted with a coil which gives the current required for both together, with the necessary charging for the battery, it has reduced the electrical plant to a dynamo and a starting motor. Possibly some day motorists will be able to welcome a machine of this character that can also act as dynamo and motor, though engine designers will also have to design the engine itself to incorporate its direct gear-drive in the general lay-out.

ROAD CLASSIFICATION.

The Ministry of Transport completed its task of the classification of our roads recently. The results are that 17,600 miles of the main roads in England and Wales are considered to be first-class and 10,700 miles to be second-class roads. "Other roads" comprise a greater mileage then either, but their mileage does not



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46, North Wallace Street,
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Dear Mr. Richardson,

A customer of ours, Mr.G.G. Coghill, 75/77, Colmore Row, Birmingham, writes under date the 17th inst., as follows:-

"Incidentally I would just like to
"mention that I have four Dunlop
"Magnum tyres fitted. I have done
"over 7,000 miles and I have not
"yet had a puncture. In fact the
"tyres look good for a few thousand
"miles yet."

The car Mr. Coghill is using is a 15.9 Arrol-Johnston type 'A', and I thought you would be interested in his remarks.

Yours faithfully,
For ARROL-JOHNSTON LIMITED

Punctures- no relation to Dunlop Magnums

TRADE MARK

DUNLOP
TYRES OF THE MAGNUM TYPE

concern the further work of the Ministry, who intend to signpost all the main highways and to number them, such numbers to appear on the signposts. When this has been completed any stranger should be able to drive from any of our chief centres to other towns without any difficulty or even asking the way on all first and second class roads.

MOTOR GRAND PRIX.

The Automobile Club of France is proving the great interest of the public in the motor Grand Prix road race, to be held near Le Mans on July 25th, by the great demand they are receiving for seats upon the grand stand. It would be advisable in these circumstances for British motorists who desire to witness this race to make early application to the Touring Department of the Royal Automobile Club, Pall Mall, S.W.1, who will obtain seats for them, besides giving them full information as to hotel and other accommodation. Already the American team of four Dusenberg racing cars have sailed from New York for France, accompanied by the two American and two French drivers who will handle them in this contest. The Sunbeam cars which took part in the Indianapolis race have also left the States for France, while the Talbot-Darracqs that will be driven by Mr. Kenelm Lee Guinness and Major Segrave are being tested and tuned up on French roads. Reports from Le Mans state that practically the whole of the ten and three-quarter miles road circuit has been relaid and nearly half of it widened by filling up the ditches at the side of the highways or by cutting down the trees on the grass rides in order to add to the safety in passing when at racing speed. In the past most of the serious accidents have occurred in these races by collisions with trees when on the fastest portions of the course—on long, straight roads where the drivers have found difficulty in holding the cars upon the roadway due to the extremely high speed of travel.

A USEFUL BOOK.

The present prices of new cars which, if declining, are still high, give an increased value to secondhand vehicles, and many motorists, who previously would consider only a new car when they were about to make a purchase, are now seriously turning to the secondhand market in order to satisfy their requirements at a reasonable demand on their pockets. There is no reason why a secondhand car, carefully chosen, that has been well looked after, should not give entire satisfaction in the hands of its new careful owner.

The purchase of secondhand cars has been very largely discredited because so many of the dealers who sell them are, knowingly or unknowingly, prone to misrepresentation of their wares. Many a car stated to be a 1916 model has fetched the market price of that model, whereas in fact it was constructed in 1914. How to ascertain that the date represented by the dealer is the actual date, is in the case of many cars very difficult, unless one knows the chassis numbers employed by a certain maker in a certain year. A recently published book (by J. F. Atkinson and Co., of 31, Essex Street, Strand, W.C.), gives all the information of every car made or sold in this country since 1909, that a prospective purchaser is likely to require. The different types of cars made and marketed with the leading particulars of their specifications, the price and the chassis numbers employed in any particular year, together with the place where the chassis number is stamped are given in this "Motor Car Index." Thus, suppose one is contemplating the purchase of a Ford offered as a 1919 model, one can find from this book that all Ford cars made in this year bore a number between 2805101 and 3803100. The numbers of earlier chassis are also given, numbers 1—11,000 applying to the year 1909. Unfortunately the chassis numbers are lacking in many cases through the book, but it is to be hoped that when the new edition is published, these deficiencies will have been made good and that, therefore, its claim to unique utility will be unquestioned.

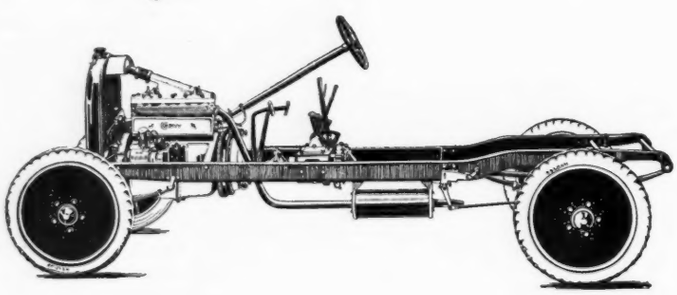
A CREDITABLE ACHIEVEMENT.

It will be remembered that when a racing car attained a speed of 120 m.p.h. on Easter Monday last, it was pointed out that a speed of 119.34 m.p.h. had been achieved by a Napier six-cylinder car in 1908. This somewhat astonishing feat has been almost eclipsed by the performance by a Hutton car, which was built by Messrs. D. Napier and Sons, Limited, fourteen years ago. At a recent hill climb in Yorkshire, the fastest time, in the ascent of Holme Moss Hill, was made by a Hutton driven by Mr. C. H. Mitchell. Opposed to this car were some of the most famous and fastest cars on the road to-day and it is really a wonderful testimonial to the old Napier workmanship that made such a result possible.

CASTROL LUBRICANTS.

It has been pointed out by Messrs. C. C. Wakefield and Co., Limited, the makers of the famous Castrol automobile lubricating oils, that our recent article, "Summer Lubrication," gave the impression that Castrol "R" was the only oil made by Messrs. Wakefield. This, of course, is not the case, and, like all other makers of automobile lubricants, Messrs. Wakefield have a complete range, in which an oil is included suitable for every type of engine. The writer of the article had in mind some recent experiences with Castrol "R," and his remarks in connection with this oil were intended to emphasise the importance of using a correct oil for each individual type of engine.

The Cubitt — a typically British Chassis

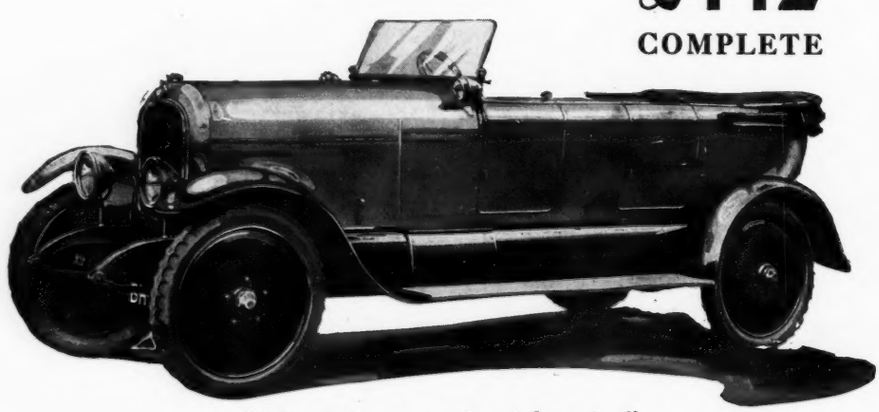


Note the clean, straightforward lines of the Cubitt chassis: Eloquent of simplicity, strength and painstaking design, it contains nothing that is superfluous, yet it lacks no feature that makes for efficiency and completeness. Mark also the accessibility of every component.

£442
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Brief Specification

Engine: Four-cylinder, 80×140mm.; four-speed, gate change and reverse; overhead worm-driven back axle; wheelbase, 10ft. 6in.; road clearance, 10½in.; 815×105 Beldam Rubber Non-Skid Tyres; four-seater Touring body, painted grey; windscreen, one-man hood, five wheels, four tyres, electric lighting and starting set, complete equipment of accessories.



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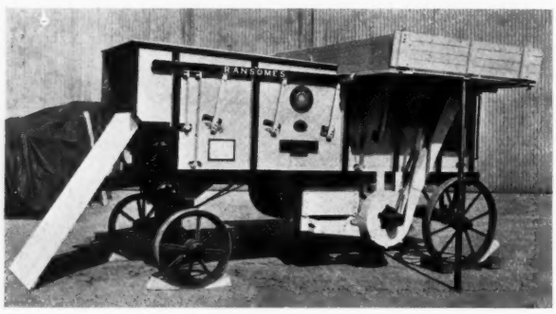
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THE ENFIELD CYCLE CO., LTD.,
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Made like a Gun

NEW IMPLEMENTS AT THE ROYAL

RANSOMES, SIMS AND JEFFERIES figure largely in this year's list of new implements, having no fewer than five different entries for the famous silver medals. The first one, a steam wagon, would hardly, a few years ago, have appeared fit for such designation, or, at least, to have called a steam motor wagon a farming implement would have been to have stretched the meaning of the term. Yet there can be no doubt that this class of "implement" is coming rapidly into favour among those whose holdings are of such an



THE RANSOME "HOMESTEAD" THRESHING MACHINE.
One of several at the Show designed for use in connection with a tractor.

extent as to justify the employment of a load-carrying machine of the capacity of an ordinary steam wagon. To the outward eye, perhaps, the Ransome does not differ very much from the other several makes of steam wagon which have been on the market for some years. Actually, as a closer investigation will readily discover, there are several features about this machine which place it in a class apart—its patent boiler, its exceptionally light frame and the design of the steering gear which renders it easy to steer even on rough roads and when loaded to the limit of its capacity.

Of more direct interest is the new Homestead Thresher. This, as I remarked last week, exemplifies the newest type of threshing machine which is being designed to meet the requirements of the farmer who wishes, with his tractor, to be independent of outside aid in respect of any of his farming operations. An earlier model of this Homestead Thresher had a 30in. drum. The present is one a little larger, having a 42-in. drum, and a correspondingly greater capacity, notwithstanding the fact that its weight is still low enough to enable it to be hauled by an ordinary light tractor. Ball bearings are fitted throughout, and an important feature is that the separation of the chaff from the grain, etc., is effected by suction instead of blast. The shakers themselves, are of special unique construction which enables the most vigorous shaking to be effected without the risk of too rapid wear or deterioration. Incidentally, it may be remarked that Garretts, Marshalls and Taskers are also showing threshing machines of this type; moreover, a Ransome is to be seen also on Stand 328, driven by a Cletrac tractor.

The new implements on Fowler's stand (No. 46) are not perhaps of direct agricultural interest. That of the patent change-over device is of sufficient interest in itself, however, to be worthy of comment. By its application a steam roller may very quickly be transformed into an ordinary traction engine and *vice versa*. A bracket which projects forward of the boiler and is supported by the forked bracket of the front roller is hinged on pivots on the centre line of the boiler. When the roller is removed this projecting bracket may be swung down into a new position below the boiler, where it serves as the bracket to accommodate the fore-carriage of the front axle of the road locomotive.

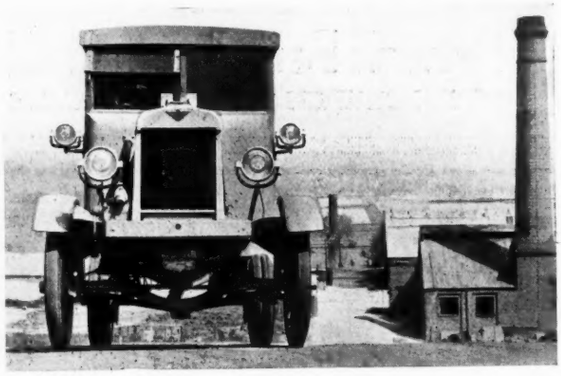
The other new implement on this stand is a combined steam road rolling, sweeping, tar-spraying, grouting and gritting machine. Those interested in this particular exhibit should note that daily demonstrations are being carried out with it on the London Road near the main entrance to the Show.

In designing their ensilage cutter Bentalls (of A.G.E., Limited) have not in any way attempted to make a mere copy of an American ensilage cutter, notwithstanding the fact that practically all the machines of this type have hitherto reached us from the States. Their machine is actually a combination of one of their standard model chaffcutters and blower elevators. The combination of the two implements in one is new, and is such that it can be used in the winter for chaff cutting and in the season for ensilage cutting.

On the same stand—that of A.G.E., Limited—is shown the Finney patent pump. It is particularly advantageous for many classes of work on account of its small dimensions. It can be arranged either for hand operation or power.

Another pump is shown on the stand occupied by Boulton and Paul, Limited. The Boulton is of the travelling chain type in which a long chain suitably equipped with collecting fins is so arranged that the lower end is submerged and weighted down in the water. The chain passes round a wheel, which may be revolved either by power or hand. That portion of the chain which is being elevated gathers up the water while passing through it and, holding it by capillary attraction, throws it off at the top, where it is trapped and in turn forced by a secondary pump to the house cistern. Among the advantages claimed for this arrangement are that it is frost-proof because no water remains when the pump is stopped, and the chain and pulley can easily be lifted clear of the water. It is more hygienic than the ordinary pump because the water, never being entrapped in pipes, cannot stagnate. There are no valves, leathers, buckets or pipes to get out of order, and the whole apparatus can be fixed in a few hours without descending the well.

As compared with some of the exhibits, to which I have already drawn attention, the So Well Seed Drill is a very small



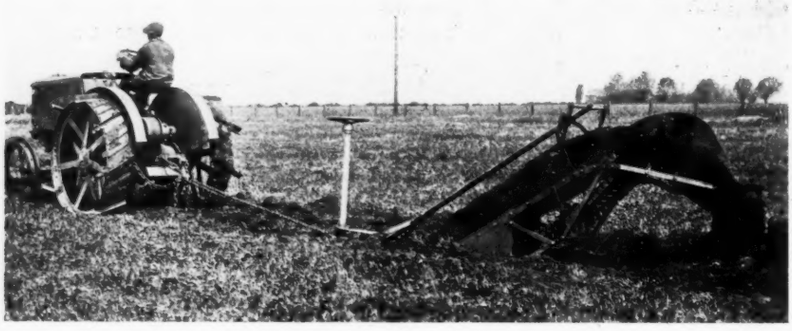
THE AUSTIN 30 CWT. LORRY.
Breasting the brow of the one in six test hill at the works of the makers.

affair. It is an implement designed for the small-holder and is to be seen of Stand 295, which is occupied by the Nene Engineering Co., Limited. The object of the maker has been that of producing an economical seed drill which is nevertheless strong and reliable, while being light so that it does not require any great effort to operate it.

The root thinner which Corbett Williams and Son, Limited, have patented may be seen on Stand 171. This machine consists of a substantial body, supported on a pair of wheels and carrying at each side a couple of spiral knives which are driven by chains operated by the road wheels of the implement. Each of the knives operates on one row of plants so that the machine is adapted to cope with two rows at once. It may be had designed so as to be accommodated to drills which are 24ins., 26ins. and 28ins. apart.

A later stage in the manipulation of the same crop has attention in the power-driven turnip cutter which is shown on Stand 148 by J. B. Edlington and Co., the well known manufacturers of potato sorters and other agricultural machinery of that type. The idea at the back of the design of this machine has been that of increasing its capacity without calling for any additional labour. For that purpose it has been equipped with a small paraffin engine and its capacity increased to five or six tons of turnips or mangolds per hour, notwithstanding that for this output it only requires the attention of one man.

On the soil preparing operation we should not be doing justice to the



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For Every Farm and Every Job !

Austin

STAND 326

——ROYAL—— AGRICULTURAL SHOW, DERBY

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¶ A tractor which is built to make **profits** for you, and not merely an impression.

¶ A tractor which has made good and given solid business results **on the farm**—not merely in tests and competitions.

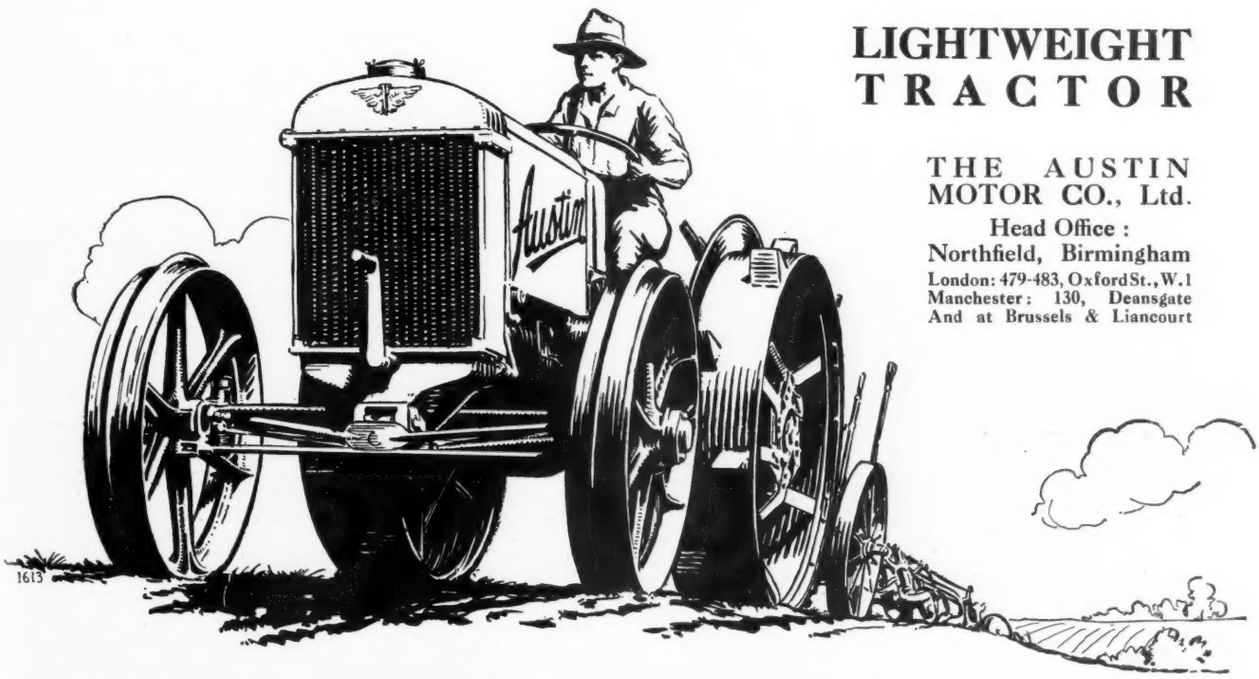
¶ A tractor which is the lightest for its power, and the most powerful for its weight.

¶ A tractor with an engine which **pulls** and does the big jobs quietly.

¶ A tractor which is never idle, no matter what the season or weather.

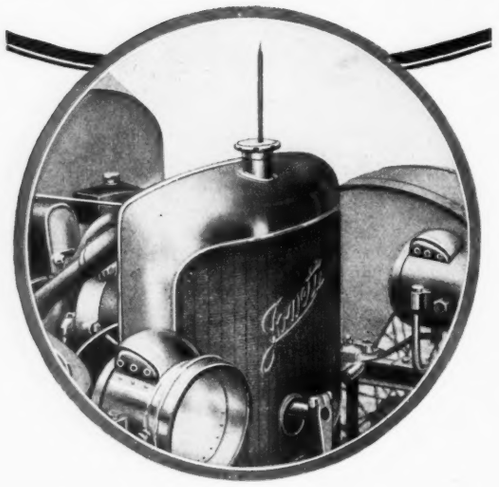
¶ A tractor adaptable to all farm work.

The AUSTIN



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¶ Absence of vibration in an engine may not mean much to many motorists, but to those with experience it means all the difference between comfort and discomfort, repose and strain.

The above photograph is a half-minute exposure showing a pencil balanced on the radiator cap of the JOWETT CAR, while the engine was running at varying speeds from its slowest to 1,000 r.p.m., taken by the "*Light Car & Cyclecar*," who state, "There was absolutely

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¶ **The JOWETT CAR is the first light car to be made and registered in 1911, and its original horizontally opposed water-cooled twin engine, mounted on three-point suspension has proved itself the ideal power unit for light cars, developing great power without vibration, and proving most economical to run.**

Private owners testify its PETROL CONSUMPTION 40 to 62 m.p.g.

"*You will doubtless be interested to hear that my JOWETT has proved a first-rate car and has fulfilled the highest claims you ever made on behalf of the type. At present it has run 10,000 miles and is apparently as good as new in regard to efficiency, and does not look much the worse. My repair bill is practically nil, and I have scarcely required to touch nut or bolt. As a hill-climber it is a marvel, considering its horse power. Quite frequently I have travelled from Dumfries to Edinburgh, via the Devil's Beef Tub at Moffatt, without changing gear. With three persons in the car I tested its mileage per gallon, using Shell 2, and going twice over Soutra Hill into Berwickshire from Edinburgh with the surprising result, 49½ miles per gallon. For economy, efficiency, appearance and reliability your car is a perfect marvel.*" *Rev. JOHN M. FORBES, M.A., B.D., H.C.F., Dumfries.*

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The **Jowett**

First in 1911—Foremost ever since

exhibits if we overlook the three-row ridger for tractor operations, which may be mounted on the same frame as the Martin Self-Lift Cultivator. Actually the same machine is either a self-lift tractor cultivator or a ridger according to its equipment. With hoes it is a cultivator, but when these are removed—which they can be very quickly—three ridging bodies and the necessary markers can be easily substituted.

There appears to be a boom in house-lighting sets, for the number on view at the Show is far in advance of any which I can recollect as having been on exhibition in any previous year. Some of these appear as new implements, others are old familiar friends. Of the former I was most attracted by the Bull, which is a neat and workmanlike outfit of comparatively small power, but perfectly capable of supplying all the necessary current both for lighting and the occasional operation of light barn machinery. It consists of a single cylinder engine equipped to burn either petrol, benzol or town gas.



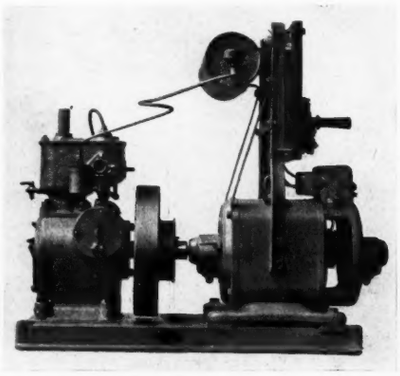
THE SO WELL, A SEED DRILL FOR THE SMALL HOLDER.

Another interesting set—also entered as a new implement—is the Capel self-contained generating set. This may be seen on the stand of Capel and Co., No. 129.

I referred in a recent article on this page to a self-lift gear for harrows, which has been entered for the Tractor Trials by Nicholson and Co. of Newark. An example of this implement is on view on Stand 50. The mechanism for operating the self-lift is really very simple. The harrow, in two parts, a front and rear portion, is carried on a pair of axles, the wheels being small enough to allow for this without in any way interfering with the penetration of the harrow tines. Above each axle are a number of half hoops, the diameter of each of which is considerably in excess of that of the travelling wheels. In the ordinary way these rest on the axles and are not turned thereby. A pull on the lifting rope, however, couples either axle to its own particular set of half hoops. They are then carried round by the axle and lift the harrow clear of the ground. The arrangement of the lift gear is such that the two halves of the harrow are lifted alternately, the one being lowered as the other is lifted.

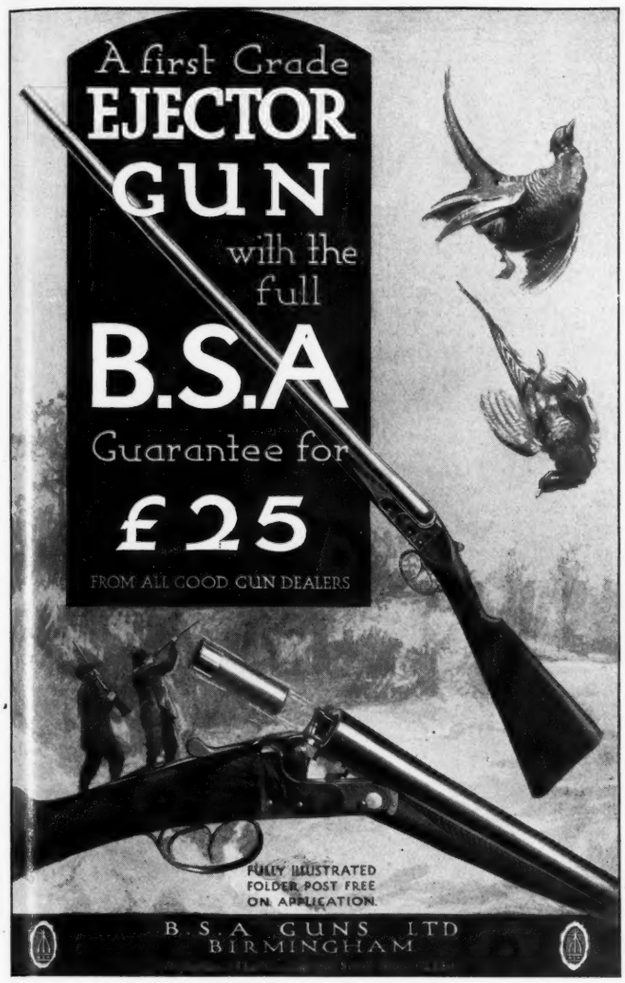
A self-lift harrow is also shown on Mr. Martin's stand, and this implement, too, I understand has been entered for the Trials.

A machine which should—to use a well worn phrase—fill a long-felt want is the combined hay-maker and thistle-cutter which has been entered by Bamfords, Limited, of Uttoxeter as a new implement and which may be seen on Stand 54. This is really a dual purpose machine: it can either be used as a light back-action hay-maker, or, by replacing the tines with steel blades, it becomes a most effective destroyer of thistles and similar unwelcome weeds.



THE BULL ELECTRIC LIGHTING SET.
An A. G. E. production.

The importance of the hop gardening section of the agricultural industry is clearly indicated—if such indication be necessary—by the fact that there are two new implements specially designed for use in and about a hop garden. One is the hop-gardening plough which I described at some length in these columns a few weeks ago; the other, for which the same firm—namely, Drake and Fletcher of Maidstone—are also responsible, is the dry powder distributor for hops, fruit trees and bush fruit. I understand that the makers have been experimenting for two years with it and that they believe that they have now obtained a satisfactory result. CULTOR.





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FULL LONG TRANSPARENCIES OVER TIGHT SHORT FOUNDATIONS

HEMSTITCHING AND FLOUNCES ENHANCE THE COOL WASHING FROCK.

ONE hears more every day of lace and other transparent *jupes* gathered full at the waist and falling almost, if not full, ankle-length over short tight *doublures* of satin. A more amusing piece of sophistry or compromise, or whatever you like to call it, to meet divergent tastes it would be difficult to imagine. But the results are so charming that all one has to do is to acquire them, wear them and be thankful that we have a fresh phase of dress to exploit that is suitable alike to young and middle-aged, under slightly differing expressions. Thus, for older women, the curtailed foundation will be draped or swathed about the figure, the transparency falling over this in panel form. A case in point was represented in a supremely elegant demi-toilette of black crêpe Marocain veiled in a coarse mesh net picked out with mock diamonds. This net started at the top in a long shoulder-to-shoulder *décolletage*, falling either side the arms to be caught at the waist in the semblance of sleeves, while below the waist the net was posed in ankle-length draped panels, back and front; while, entirely in a different vein, for a quite young girl, is a model of blonde satin veiled in *café au lait* lace, gathered full at the hips and frankly "hippy," surmounted by a cross-over corsage of the lace that is slit up over either shoulder to show insets of the satin, the cross-over front, after passing through a large tortoise-shell buckle, concluding in a big outstanding bow. Now these are just two quite typical examples of the veiled short *jupe* of which we are destined to hear a great deal.

As Ascot brought out the more *recherché* models that had, unfortunately, been but little recognised until the advent of the great race week, so will Henley, before this is read, if the weather is propitious, have revealed the last word in dainty summer frocks. Despite many serious rivals in the guise of fancy cottons, crêpes, linen lawns in self shades of malmaison pink, marshmallow yellow, and, of course, white, appear to be more in request than ever. Drawn threadwork is more often than not the sole decoration on these simple seductions. But that is in itself a very host, being worked to form checked effects, oblong *motifs*, and the like, frequently enhanced by small French knots. *A jour* work is likewise to be seen figuring on linen lawn, the broderie worked round in a contrast, usually black or white. Both yellow and black and white and black are especially *chic*, white allying itself more amiably with the several shades of pink.

Prominent among the most novel cotton crêpes is "Ajoures Linetta," a striped cotton in such contrasts as pale mauve and blue, yellow and white, etc., each stripe divided by a drawn threadwork line; while another is "Yoqui Ramage," lightly traced over in a multi-coloured design, La Chasse Assyrienne, depicting raised figures on a voile ground. These and many more are being liberally employed to fashion the smart little summer washing frocks that have never been more distinctive, alluring, or better fitted to cope with representative occasions than is the case this year.

And yet there is small sign of these novelties ousting such old stand-by friends as zephyr and gingham. Indeed, quite one of the sweetest river frocks to come my way was of cherry-coloured zephyr, a fabric that lent itself delightfully to a front of lightly gathered *volants*. There were six in all, from waist to hem, and instead of being mounted in a perfectly straight line, they took just the suggestion of a curve. The skirt, falling either side this front, was scalloped at the hem, and appeared to be cut in one with the rather close-fitting bodice, the fronts of the latter, after closing at a low neck oval, flying open to meet the line taken by the skirt at the waist, this opening being finished by a soft falling graduated frill of deep tea-tinted net, frills of the same issuing from beneath the scalloped edged wide pagode sleeves. The net appealed as an especially nice touch, so absolutely right and in keeping with the zephyr; and the *ensemble*, notwithstanding its obvious inexpensiveness from the point of view of material, was of a sufficiently distinctive and arresting character to pass muster at any *al fresco* fête or river regatta, an end achieved by sheer clever designing and fine workmanship.

There is, too, a vast improvement under recent dress auspices in the handling of the heavier weight linen—not the really weighty quality, such as is used for coats and skirts, but the happy medium between that and what is known as "sheer." A model of this in jade green boasted a full gathered skirt, the hem shaped into wide shallow scallops to give the approved uneven appearance, an effect that was accentuated by a band of ivory white linen placed midway up. There was a sash of the white linen, the ends falling to the hem of the *jupe*; while the neat, very severe little crossed corsage was completed by those amusing sleeves that would have been Bishop if they had not been slit up at the back of the arm from a close-fitting wristband to the shoulder; these quaint *manches* were again bound with white. To go with this immensely original gown there was a hat of the same jade green linen, the wide brim in front—there was practically none at the back—rolled directly up from the face and was hand painted with trails of wistaria.

There is, as a matter of fact, a lot of painted and stencilled millinery about just now; while there is a loosely plaited bass that in a large, shady planter's shape is effective worked with parti-coloured wools in separated *motifs* round the upper side of the entire brim.

Generally viewing the midsummer aspect of clothes, the two outstanding features appear to be decidedly longer skirts and remarkable sleeves. L. M. M.



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15 only Original Model Fur Coats, of which sketch, in fine quality seal dyed musquash skins, with handsome fur cape, collar and cuffs in first quality skunk, and lined rich brocaded silk, is an example. Original Price 275 gns.
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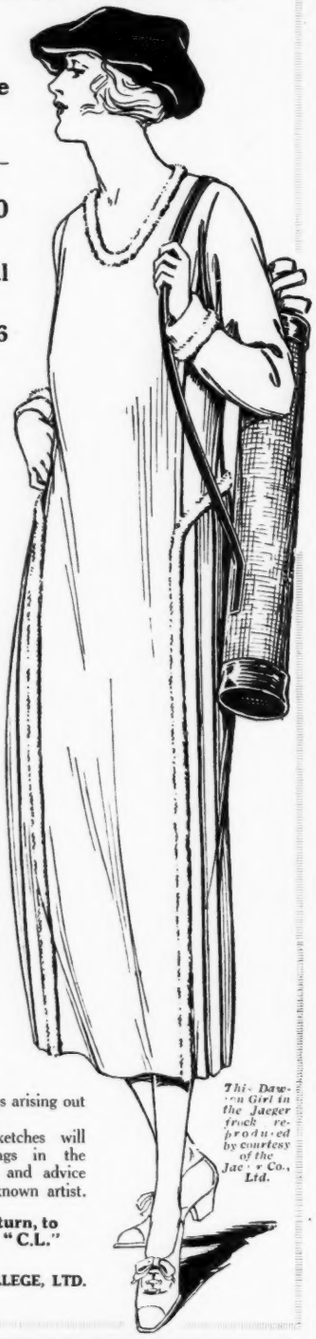
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This Dawson Girl in the Jaeger frock reproduced by courtesy of the Jaeger Co., Ltd.

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Copy the Dawson Girl larger than the illustration. Use pencil or pen. Write your name, address, age and occupation on back of drawing. Drawings must be received by July 18th, 1921. Prize-winning drawings will become the property of the Jaeger Co., Ltd. All other drawings will be returned. Drawings will be judged and prizes awarded by the Fashion Editress of "EVE" and the Managing Director of the Jaeger Co., Ltd. The decision of the Adjudicators is final as to awards and all other questions arising out of the competition.

Those who send most promising sketches will receive particulars of present openings in the profession, and a letter of criticism and advice from Mr. Chas. E. Dawson, the well-known artist.

Post drawing, with stamp for return, to Mr. CHAS. E. DAWSON, "C.L." Competition,

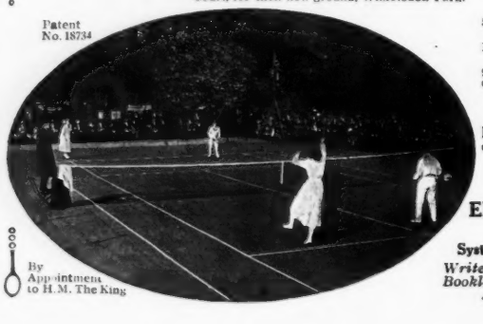
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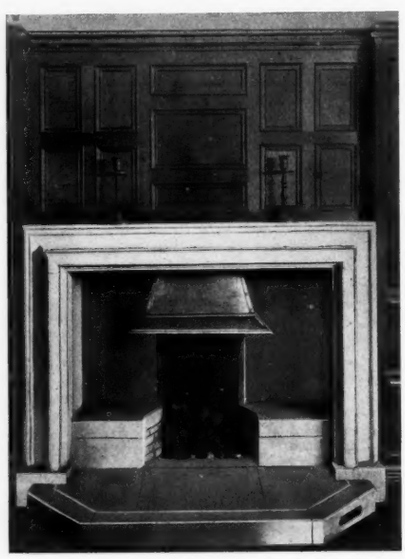
IN almost every household that has been in existence more than a very few years there will be found, put away in a cupboard or perhaps retained in use with a regretful thought now and then as to their shabbiness, old plated articles whose scratched surfaces are an eyesore, though graceful shape, pleasant ornament or affection for the giver, or for their usefulness throughout a long service, has made it difficult to decide to part with them altogether. Nowadays, when new articles cost so much and so seldom reproduce successfully the charm of the old, many people must be glad to know of such a firm as that of Messrs. Witting, Limited, of Wenlock Works, Wenlock Street, Hull. Replating is undertaken by them in gold, silver, nickel silver, brass, copper or any other suitable metal, and from a tea-urn to a saltspoon any article can be equally well treated. Articles may be sent direct to Messrs. Witting or through a jeweller, in which case a linen tab with the words, "Replated by W. Witting, Ltd.," should be found attached to the article on its return as a guarantee of genuine Wenlock plate. A price list will be sent on request or quotations given for goods not included in the list.

FIRE PREVENTION AT THE ROYAL SHOW.

Visitors to the Agricultural Show will have noticed with interest the very efficient means of fire protection arranged by Messrs. Merryweather and Sons. Their fire station fs equipped with the "Hatfield" motor fire engine, as supplied to H.M. the King, and the useful little "Valiant" steam pump which farmers and landowners find a very good investment, as it is not only a protection from fire, but useful for irrigation and general pumping purposes, while it also can be arranged for driving light machinery. Novelties in the shape of petrol and other pumps for spraying, watering and irrigation work are also exhibited by Messrs. Merryweather.

SUMMER'S THOUGHT MAKES WINTER'S CHEER.

It seems ridiculous to consider such questions as heating and coal economy in the radiant days of July, but common-sense tells one that it is the best time at which to pay attention to them. Time flies very quickly and cold weather has a knack of setting in not by a little decline of warmth day by day but so suddenly that those whose arrangements for winter comfort have not been made find cause to regret their lack of foresight. The Well Fires, which promote real economy of fuel, will be a boon indeed to their users in the coming winter, for it is very unlikely, end the coal strike when it will, that either prices or supplies will be what they might have been. The Well Fire not only gives an extraordinary quantity of heat for fuel consumed, but it is absolutely labour-saving and also assists in overcoming smoky chimneys. It, can be seen in use at the Well Fire and Foundry Company, Limited, 15, Berners Street, Oxford Street, W.1, or from thence catalogues will be sent to anyone interested.



WELL FIRE IN A PANELLED ROOM.

THE DISPOSAL OF HOME-GROWN FURS.

From time to time in COUNTRY LIFE have appeared articles dealing with the culture of rabbits from the point of view of fur production. They suggest a profitable form of employment, but the difficulty in the way of its adoption by many people has been that of disposing of the furs when they are grown. Mrs. H. Lacy-Hulbert, who has studied the question of shearing, dyeing, stranding, dressing and making-up of furs and the tanning of skins both in France and England, has collected a band of skilled workers and now under the style of "Furs Unlimited" is able to treat skins in every way possible, price being kept as low as is consistent with first-class work. Readers interested should write for their delightful booklet to Furs Unlimited, Mordon Grange, Mitcham, Surrey.

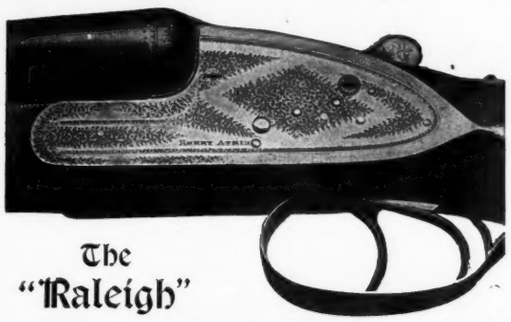
GRIP AND THE GLASGOW TRACTOR.

Agriculturists have now come to realise that, in conjunction obviously with consistent service, *grip* is the prime basis of successful tractor farming. *Grip* means that the mechanical unit replacing ten or a dozen horses is exerting every ounce that those horses can exert. The first stage of tractor design was an adaptation from automobile practice, and it has taken quite a considerable time for it to be realised, both by tractor builders and farmers, that the automobile chassis was primarily intended to transport its weight and overcome merely the weight of itself and its load in so doing and *not* to exert a definite pulling effort. The differential, so invaluable to comfortable and safe automobilism, is fatal for this latter purpose. It is necessary to have all tractive wheels positively tractive and carrying an evenly distributed load; to achieve this purpose, it is beginning to be realised that three wheels best achieve a favourable distribution of tractive effort. The "Glasgow" tractor, it should be noted, is the first attempt at a modern expression of this modern conception of power-farming.

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N°15

THE ESTATE MARKET

THE LETTING OF SHOTTESBROOKE PARK

WE understand that Shottesbrooke Park, the famous Berkshire seat, four and a half miles from Maidenhead and nine miles from Windsor, has been let furnished for a term of years to a well known sporting baronet. A correspondent states that the letting includes the shooting over some thousands of acres. Messrs. Curtis and Henson (Mount Street) are the agents.

The fine old mansion embodies every modern luxury of equipment, and it is a spacious residence with about thirty bedrooms, six bathrooms, eight reception rooms, stabling and garages, and the grounds are noted for their tennis courts.

The history of Shottesbrooke goes back a long way, but the most interesting period of it is undoubtedly that which has been very fully recorded in the seventeenth century.

" Shottesbrooke Church is near Shottesbrooke Hall,
The house rather great and the church rather small."

says an old Berkshire legend long out of print. The conclusion of one who examined the history of the parish was thus expressed :

" Shottesbrook transports us from the airy dreamland of romance and poetry to the solid ground of history ; and, if it does not present us to such fascinating Jacobites as Di Vernon and Beatrix Esmond, it shows us some able and honourable men who, without in the least sympathising with those Romanist views which cost their master his throne, clung to him with desperate tenacity through evil report and good report."

Shottesbrooke was the home of an industrious diarist whose work is little known, but in its way comparable with that of Pepys. This was Thomas Hearne, the son of the parish clerk of White Waltham. Mr. Cherry, the squire of Shottesbrooke, sent Hearne to Oxford, where in due course he became sub-librarian of the Bodleian. Hearne embalmed Mr. Cherry's memory in the most interesting Diary or, as he preferred to call it, " Collections "—" Reliquiæ Hearnianæ." It is a very outspoken record. Copious references occur to " the Great Mr. Dodwell," who lived at Shottesbrooke Hall for twenty years as the guest of the owner until his death in 1711. This was Henry Dodwell, the first Camden Professor of History at Oxford, author of " De cyclis Veterum." That was written at Smewins, once a hunting box belonging to Prince Arthur, eldest son of Henry VII, and afterwards a farmhouse.

Dr. Francis Cherry, the patron of Hearne, was styled by Queen Anne " one of the honestest gentlemen in my dominions." The deprived Bishop Ken was often at Shottesbrooke, dividing his time between that house and Longleat.

Shottesbrooke Park was illustrated in COUNTRY LIFE (Vol. XXXIII, page 162).

COMBE ABBEY AND EASTWELL PARK.

COMBE ABBEY, Warwickshire, illustrated in COUNTRY LIFE (Vol. XXVI, pages 794 and 840), the seat of the Earl of Craven, and once the home of Elizabeth, Queen of Bohemia, is to be let furnished with the shooting over 8,000 acres through Messrs. Knight, Frank and Rutley. The house stands on the foundation of an early Cistercian monastery in a beautifully wooded deer park. Alterations and additions were made in the sixteenth, seventeenth and nineteenth centuries, and the gardens were laid out by " Capability Brown."

Captain Wynne, who designed the Palladian front shown in a full-page picture in these columns, on December 4th, 1909, was entrusted with the principal rebuilding of Combe by the Earl of Craven at the end of the seventeenth century. The east front of Combe Abbey is specially mentioned in the full description of the property as of considerable merit. A tribute is paid to the taste and skill which successive owners of Combe have exhibited " in the horticultural domain, in the decoration and furnishing of the newer rooms of the house, and in the maintenance and re-arrangement of the historic apartments." Combe is, in short, a seat of exceptional importance, architecturally and historically.

The auction of Lord Gerard's Eastwell Park estate takes place at Ashford next Tuesday, when Messrs. Knight, Frank and Rutley will offer the mansion and nearly 4,000 acres, first as a whole and if not so sold then in blocks and lots.

The late Mr. Marlborough R. Pryor's comfortable and dignified house, Weston Park, four miles from Stevenage and five from Hitchin, is to be sold at Hitchin on July 18th by Messrs. Knight, Frank and Rutley, the whole extending to about 1,950 acres, in fifty-two lots. The gardens are notable for their herbaceous, rock and bog plants. The partridge driving is some of the best in Hertfordshire, and the estate also affords excellent covert shooting. There is golf at Letchworth, Knebworth and Royston, all within a few miles, and hunting with the Puckeridge and Herts Hounds. Lot 1 will comprise the mansion and 226 acres. The chain of three ponds in the grounds represents what were once the fishponds of the Knights Hospitallers.

Guldeford Lodge, Rye, for sale with possession by Messrs. Knight, Frank and Rutley, should appeal to golfers, as it is within easy reach of the links at Camber. The house and gardens stand in the shelter of the line of hills that were originally the cliffs of the coast in the days when Rye was an island and the sea flowed over the marsh ; a fernery has been cut out of the cliff.

RED RICE SOLD.

RED RICE, which has been described in these columns, Lord Grantley's estate near Andover, found a purchaser on the eve of the auction which had been fixed for last Wednesday at Andover. Messrs. Knight, Frank and Rutley and Messrs. Edwin Fear and Walker were jointly concerned in the offering of the estate, which extends to 3,440 acres in a ring fence, and includes the mansion, rebuilt in 1740 and restored and improved nine years ago.

Outlying portions of the estate of Glenfinart, Argyllshire, are to be offered for sale by auction by Messrs. Knight, Frank and Rutley, about 9,500 acres.

Much fine old seventeenth and eighteenth century furniture and twelve panels of Flemish tapestry are included in Messrs. Phillips, Son and Neale's auction, opening on July 18th, of the contents of Beau Desert, for the Marquess of Anglesey. A famous old house in County Kildare, St. Wolstan's, Celbridge, is to be let, and the contents are to be sold, by Messrs. Richard Stokes and Co. (Dublin).

SALES OF COUNTRY HOUSES.

THE beautiful half-timbered old farmhouse in Essex, known as Great Tomkyns, Upminster Common, with its old oak beams, panelling and minstrels' gallery, and moated grounds, is one of the properties which have recently changed hands, through the agency of Messrs. Norfolk and Prior, for a total of £20,000. Many South London properties, in the Lewisham and Eltham district, have also been sold by the firm.

Messrs. Dibblin and Smith have sold Blendon Cottage, Bexley, with 14 acres, which they offered by auction on June 23rd at the Mart.

Messrs. Farebrother, Ellis and Co. have sold Bevendean, Oxshott, with 44 acres, for which the trustees were asking £25,000.

The realisation of the Stubben Edge estate, near Chesterfield, by Messrs. Parsons, Clark and Bodin, has been completed by the sale of the Hall, grounds and park. The estate originally extended to 725 acres, and it was divided, for the purposes of sale, into fifty-seven lots, but so keen was the desire of the tenants to secure their holdings, that at the time of the auction there were only thirteen lots unsold, and these have also been sold. The property included, besides the house, fifteen small dairy farms, and the total realised was £35,000.

SPROWSTON COURT SALE DEFERRED.

THE sale of Sprowston Court has been postponed by Messrs. Harrods to July 26th, at their Estate Sale Room in Brompton Road. This freehold of 15 acres, three miles from Norwich, was the subject of an illustrated article in COUNTRY LIFE of February 14th, 1920, as a pleasing example of a modern Georgian house. It combines good material and good craftsmanship, and Mr. Oswald P. Milne, finding no suitable bricks in Norfolk, had them brought from Belgium, as the Flemings used to do in the sixteenth century. They are reddish grey, with an enlivening addition of red coigns, and the grey pantiles on the roof are very effective, the whole house being, as was stated in these columns, a skilful interpretation of an old model.

The whole of Warren Corner estate, near Farnham, has now changed hands, through the agency of Messrs. Debenham, Tewson and Chinnocks, who have just sold the principal lot, the house and adjacent land, in all 158 acres.

In the purchase of The Crofts, Pangbourne, from Messrs. Curtis and Henson, announced in these columns last week, for Major Geoffrey Lubbock, Messrs. Dibblin and Smith acted on his behalf, and they are instructed to dispose of his present house, Jesmond Hill.

Cleave Prior, Chipstead, Surrey, an attractive residence with grounds and meadow, in all 6½ acres, and Montague, Epsom, have been sold by Messrs. Hampton and Sons privately since their auction in May.

COLLEGES REALISING REAL ESTATE.

THE president and scholars of Magdalen College, Oxford, have carried out through Messrs. Herbert Dulake and Co. the sale of nearly 160 acres situated at Brackley, Northants. Following the prevalent custom, the land was submitted in a number of lots, and in this instance there were as many as twenty-three. Of these, twenty-one found buyers at prices ranging from £55 to £156 an acre, and the total realisation amounted to approximately £10,000. The statistics as to sales by collegiate bodies in recent years are very striking, and they represent a considerable proportion of the total realised for charitable properties. The sales of rural land belonging to charitable trusts have amounted in the last decade to just over £3,090,000. Last year such sales were sanctioned and completed of 30,735 acres in country districts, for a total of £1,064,619. In 1919 36,164 acres of rural land realised £1,279,600 ; and, in 1918, 9,555 acres produced a total of £290,020. Roundly, twenty millions of money have been received for charity land, sold under the authority of the Charity Commissioners, in the period 1854–1920.

In addition to a large number of properties sold under the hammer, Messrs. Watkin and Watkin report the recent sale by private treaty of a freehold bungalow with land at Hamsey Green, near Warlingham, a freehold house on the Brambletye Park estate, Redhill ; Lingfield, Reigate ; and other houses, including the freehold Clairville, Reigate, a commodious residence with stabling, garage, cottage and grounds of 2½ acres.

Messrs. Chancellors have just negotiated " the second recent re-sale " of Ashburton House, Richmond Hill, which was offered by auction a short time ago.

STOWE SOLD.

THE Stowe estate came under the hammer of Mr. Jackson Stops on Monday last. The historic estate was specially described and illustrated in COUNTRY LIFE (Vol. XVIII, page 522 ; and Vol. XXXV, pages 18, 54 and 90) and it has been recently referred to on various occasions. Lot 1, the mansion and 272 acres, was sold to Mr. H. Shaw, of Beenham Park, Newbury, for £50,000. Other lots also changed hands. The possibility of the offer of the house to the nation was mentioned by its purchaser.

The dispersal of the furniture and works of art forms the second section of the auction, which will go on throughout this month, Saturdays excepted.

Holme Park, Sonning, was to have come under the hammer of Messrs. John D. Wood and Co. this week, but the auction is one of many that have been postponed—this one until next month. Another August auction by the same firm will be that of the agricultural portions of the Old Buckenham estate, Norfolk, for Mr. Lionel Robinson, in the event of the estate as a whole—the modern mansion and 2,030 acres, including the well known private cricket ground—failing to find a purchaser when submitted in London on July 27th. Next Tuesday the firm will offer Kingswood Lodge, and 40 acres, the Sanderstead property of the Hon. Mrs. A. Greville. ARBITER.

OLD FRENCH SILVER

AMERICANA—ENGLISH FURNITURE AND PICTURES.

SALES of English Georgian silver during the season have made us familiar with the masterpieces of craftsmen of French origin who settled in London. Silversmiths like Lemaître and Feline left a marked French influence on English silverwork in the eighteenth century, both in design and craftsmanship. With this vogue for the modified style, it is curious that French silver is comparatively scarce in this country. Some of these rare examples of Parisian workmanship are in the collection of Mr. S. J. Phillips of New Bond Street, W. The écuelles, *i.e.*, porringers or basins with covers, which we illustrate, are splendid examples of the Parisian silversmith's art during the last quarter of the eighteenth century. Their basins are of most beautiful contour, having horizontal handles of openwork scrolls, with foliation. In the example on the left the domed cover is decorated with cartouches formed of scrolls which are carried into leaves and frame, alternately, a crown with two crossed batons and standing classical figures. The cover is surmounted by a cauliflower and leaves boldly chiselled. Near the edge of the basin runs the inscription, "Gagnée au prix Général de Noyan sur Seine par thomas Deligny 1783." The other écuelle is in general appearance somewhat similar, but the rim of the cover is boldly ornamented and its contour is fuller.



ECUELLES OF FRENCH WORKMANSHIP, 1780–1783.

The decoration consists of leaf-sprays and ornament. It is surmounted by a knob contrived as a ripe pomegranate springing from leaves and flowers. This magnificent piece of silver was made by Henri Clavel, Paris, about 1780. There is practically every variety of English silver in Mr. Phillips' collection, some of very great rarity and beauty, but do not forget the extensive series of small gold boxes of English and French workmanship ranging in date from 1740 to 1800. The ornamentation in small patterns is exquisitely chiselled and in some cases delicately enamelled in colours, giving an effect of unparalleled richness. They are being used as cigarette cases, for which they are admirably suited in size and appearance. It was a happy thought to find a practical use for them once more.

To students of American history the sale of autograph letters and historical documents at Messrs. Sotheby's on July 11th and 12th possesses extraordinary interest, as it comprises the papers collected by William, Earl of Shelburne, who was Prime Minister when the preliminary treaty of peace with the American Colonies was signed in Paris in 1782. A report of the collection was issued by the Historical Manuscripts Commission. Many documents give details concerning the army in America, the navy and the state of commerce. Lord Collingwood's Naval Papers, another property, include Nelson's famous Memorandum of October 9th, 1805, explaining his order of battle, dated from the *Victory*, and Hardy's list of casualties after Trafalgar, the first name being that of Lord Nelson. Here are autograph letters of Napoleon and a series relating to Mary Queen of Scots and the Valois, and those of notabilities, with an unpublished poem by Elizabeth Barrett Browning. Chief among the relics of Robert Burns is "the big ha' Bible ance his father's pride," the property of the children of the late Gilbert Burns. In it is the family register of William Burnes, the poet's father. Here, too, is his silver watch, worn by the poet, and the whip and spurs of the latter. Napoleonic coins, medals and decorations are to be sold on July 13th. Some are of extreme rarity and in mint condition—one, believed to be unique, is a silver five-franc piece, struck in Paris, 1810, countermarked on the obverse with a laureate head of Wellington within oval stamp. Most important is the collection of medals, one of which is of china in a metal rim. A three days' sale of books and manuscripts begins at Messrs. Sotheby's on July 13th. It includes books on the occult sciences, numismatics, music, the fine arts, and by modern writers, and such early books as the Pembroke copy of Cicero "De Oratore," 1469, and "Valentine and Orson," *c.* 1680, apparently the only copy known of this edition.

On July 1st Messrs. Puttick and Simpson disposed of English furniture, Chinese porcelain and objects of art. There were many beautiful specimens of Chinese glass and among the objects of art was a splendid cloisonné enamel large koro and cover, with decoration on a turquoise ground, the cover being surmounted by a reclining elephant supporting a vase. Porcelain of the Ch'ien-lung period, mostly *famille rose*, bulked largely in the sale, of which a feature was the beautiful English furniture. This included a set of fine Chippendale mahogany chairs, upholstered in needlework of eighteenth century design; a Chippendale mahogany oblong side table, with shaped frieze, on cabriole legs carved with shell and foliage ornament and pointed club feet, the top being of *fleur-de-pêche* marble; a Queen Anne tallboy chest of drawers, with inlaid borders and engraved drop handles; a William Kent console table; an Adam mahogany large dining table with round corners and moulded frieze, with five large reeded columns and quadruple supports, 8oins., extending to 190ins. in length by 66ins. wide, and a Georgian suite of furniture, painted white and gilt, upholstered in yellow silk damask.

English lacquer furniture, the property of the Duke of Beaufort and English and French furniture and porcelain belonging to the fifth Marquess of Hertford, deceased, came up for auction at Messrs. Christie's on June 30th. An English lacquer commode, decorated with Chinese landscapes, the ormolu corners and feet chased with foliage and honeysuckle, sold for £378 (Holden); From Badminton came a set of English lacquer armchairs, £609 (Withers); two English lacquer knee-hole tables, £420 each (Lenygon); an English lacquer commode, £483 (George), and a lacquer bedstead in the Chippendale "Chinese" taste, which brought £336 (George).

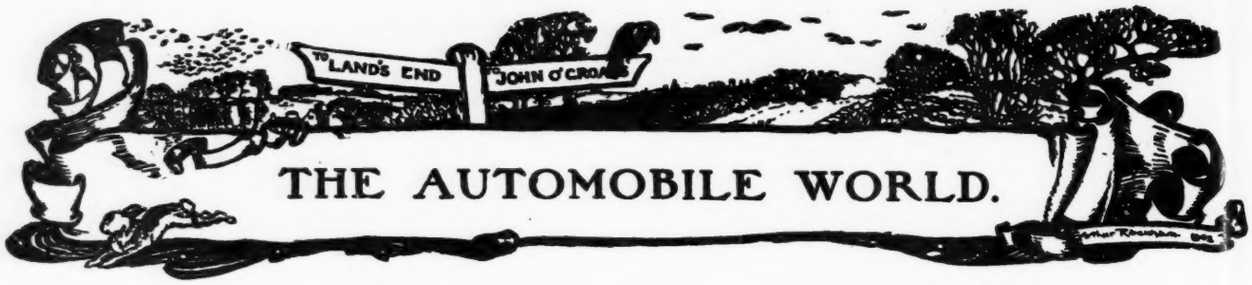
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THE AUTOMOBILE WORLD.

THE TROUBLES OF A MOTORIST

ALTHOUGH this period of peace is bringing us—with the frequency of flies in summer—committees, organisations and legal enactments for the improvement of our lot, the motorist of to-day is far from being the happy and care-free individual that he was a decade ago. It is difficult to see how many of the gins and delusions set to ensnare him can be avoided, but forewarned is forearmed, and perhaps a little grumble here and a little suggestion there may smooth the road over which he is to travel. Mention of roads brings up, immediately, a very painful subject to the modern traveller. The traveller who is really modern uses the roads more than any other means of transit, and he suffers for his preference. A Ministry of Transport that was instituted to pave all our pathways with gold does not appear to have been so successful as it promised to be, and the roads of this country over which it is alleged to exercise control, and over which it is alternatively stated to have no authority, are pathetic evidence of how things are not done for the benefit of those who pay for them to be done.

During the war we were told that road deterioration was inevitable, but that a month after peace was declared our roads would all be restored and, indeed, would attain a state of perfection that they had not reached previously, and that the most imaginative of visionaries had never previously conceived. Some of our roads have come very near to the promised state of perfection, but the way in which the traveller is suddenly thrown from a perfect stretch of modern highway on to an antediluvian rocky mass is a tragedy.

Take such an important and famous highway as the Bath Road. For long stretches this road is as near perfection as any road is likely to get in this land of ours. From Reading through Newbury to Hungerford the most captious can only criticise a few surprising sharp corners, but soon after leaving Hungerford the character of the road entirely changes, and over a half a dozen miles on either side of Marlborough it is worse than anything to be seen in such notorious districts as the Chertsey area of Surrey, Lancashire and even, perhaps, Leicestershire with its ruinous highways, such as that from Market Harborough to Leicester. The Marlborough section of the Bath Road, which includes a stretch leading up to and passing through Savernake Forest, is a stretch of road that probably costs those who use it regularly far more in hard cash than they realise. To negotiate a stretch of road such as this on any car less well sprung than the Lanchester is horrible torture both for the occupants and for the car itself, and from the motorist's point of view the most annoying part of the whole business is that he has no financial remedy against those responsible for the damage to his car.

After Marlborough the Bath Road improves until Beckhampton is reached, where there is a stretch of road surface that is infinitely worse than anything I saw in a recent trip across the most unfrequented parts of France. There are actually ridges and ruts in this road 6ins. high and 6ins. deep, and any small car striking them at speed might quite well have its wheel bearings seriously distorted and its steering wheel wrenched from the driver's hand with very nasty consequences. And then, after this patch is passed, the road is quite good through Melksham to Bath, on the outskirts of which town it gets comparatively bad again.

The Bath Road is only typical of our many highways, and the cause of their diversified condition is to be found in the large number of road authorities through whose area they pass. We are promised, or we have been promised, that the Ministry of Transport will see to the absurd position that now obtains, but it is painfully slow at getting to work, and wherever one travels one can see evidences of the difference between road maintenance under the care of an unenlightened and an ignorant and careless authority. The plea of shortage of labour is now practically worn out, that of shortage of material is seldom heard, and with the seven millions resting in the coffers of the Ministry of Transport, theoretically earmarked for road improvements, it is difficult to understand how a shortage of funds can be urged. But all our roads are the same. The Holyhead Road, the Great North Road, the Portsmouth Road and the Brighton Road consist of good patches as well as bad. Perhaps we ought to be thankful for the good, but how much happier we should be if we did not have to lament over the bad.

English hotels have long formed a butt for the cynic. Some optmists have told us that they are on the high road to improvement, but those optimists must have been particularly fortunate in the hotels they have come across in the course of their wanderings. Recently, at Malmesbury, I was charged 3s. 6d. for a lunch that consisted of some cold beef, mostly fat, and some cold stewed fruit. The proprietress of what looked like an inviting hotel told me that had I asked for something to drink with my lunch I should have been charged less, which was an interesting admission, on which comment seems hardly necessary.

Of course we have some good hotels, but the process of finding them is apt to be so expensive that most of us give up the task in despair and have resort to a luncheon basket—an excellent trade in which is being done by the big accessory houses, such as Messrs. Brown Brothers, Limited, etc. "Necessity is the mother of invention," and with the coming of the trailer caravan and the general encouragement that is being given to camping, it may be that our hotels will find themselves hoist with their own petard.

Pioneer motorists are fond of recounting the stories of police persecutions that they endured in their early days on the roads. There has been some evidence that the police attitude to motorists is becoming more tolerant, but there is on the other hand evidence of a distinct tendency in the opposite direction in many parts of the country. In nearly every instance, it is interesting to note, modern police persecution is taking place in districts obviously suffering from financial difficulties or mismanaged local governance. Some motorists, indeed, humorously suggest that when the local income is insufficient to meet local needs, the police are sent out on a campaign against motorists, who are still looked upon in many rural districts, as were travellers in days of old, as fair game for anyone armed with a pistol with which to demand the traveller's money. The modern pistol is the police officer's notebook and in many cases very little more justice is used in the methods employed than was the case with the frank and honest robbery of the highwayman of old.

In places like Reading and Watford the police have been very active in killing the trade of local shopkeepers by refusing to allow cars to stand outside, whether attended or not, while some of their passengers made purchases. Here a remedy is available and it has been exercised, with some modification, to good effect already in various quarters. As soon as the people of a place find that their custom is shrinking because of the attitude of the police, their representations to the proper quarter have borne rapid fruit. It may be remembered that some years ago the police of Dorking and Godalming became very active against motorists, but were rapidly brought to heel when a boycott of the places was organised by motorists, who refused to spend money in the towns. The tradespeople felt the pinch, passed on the pressure to the police and very soon all was well.

A most glaring instance of police action, supported by obviously prejudiced magisterial sentiment, was brought to our notice recently. At Chertsey police court a driver was summoned for two offences committed on two consecutive days. The first summons was for failing to give audible warning of approach. It transpired in the evidence that on approaching some cross roads, at an admittedly low speed, the driver was beckoned round the corner by a policeman on point duty standing in the centre of the road, and after turning the corner he stopped to make a purchase at a garage. When he came out of the garage he was met by the policeman, who had left his point duty, and was told that he would be summoned for failing to give audible warning of approach. It will be noted that the policeman made no effort to pull up the motorist, who had stopped of his own accord. The next day, the same owner was stopped by the same policeman because his lamps did not show the over-all width of the car which he was driving. There is no doubt that in this case a technical offence was committed, but, as was pointed out in the court there is practically no car on the road to-day of which the lamps do show the over-all width, and there are many cars of which the lamps are not situated behind the radiator, which, so the policeman said when he stopped this driver, was his main cause of complaint. Also, it was interesting that a car standing outside the court belonging to one of the magistrates, had its lamps practically as far from the extreme edges of the car as was the case with the car under dispute.

Nevertheless, the unfortunate driver was fined 19s. 6d. for the first offence, and £2 for the second, the latter being an almost savage penalty, inflicted by a local bench of magistrates. When the magistrate's

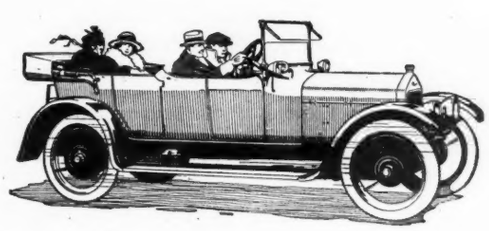
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car left the court, it turned every corner on its route without giving previous audible warning of approach. Also of interest is the fact that during the same week a taxicab driver was fined the same amount (£2) for being drunk when in charge of his cab—how drunk, may be judged from his defence that he could not steer his car because the petrol pipe was broken!

All this points to the need of considerable and drastic reforms in many of those who are concerned with the ordering and control of what is now a very large section of the community. Just how these many and varied reforms can best be effected is highly problematical. Sometimes one hears advocated the fusion of the motoring organisations. This, of course, is no new thing and has been on the tapis for several years. Whether an organisation lacking the power of an official trades union could effect improvements in such national affairs as the appointment of magistrates and the construction of roads, or rather the appointment of those responsible for road construction, is very doubtful, and, it is also urged, the amalgamation of two such bodies as the R.A.C. and the A.A. would abolish immediately the competitive incentive that at present extends to each.

The cynical retort that if these two bodies were amalgamated they could not possibly do less than they do at present and they might do very much more; wherefore the experiment is well worth trying. Some efforts are, I understand, being made once more in important quarters to secure an amalgamation of the two bodies. Not so very long ago I was inclined to oppose such efforts, but now I take the attitude that they might do very much good; they could hardly do much harm and will at least leave us only one subscription to pay and require us to carry only one badge on our cars. Which is quite a good reason why we should have one R.A.A., instead of an A.A. and an R.A.C. THE GRUMBLER.

AN IMPORTANT SERVICE DEVELOPMENT

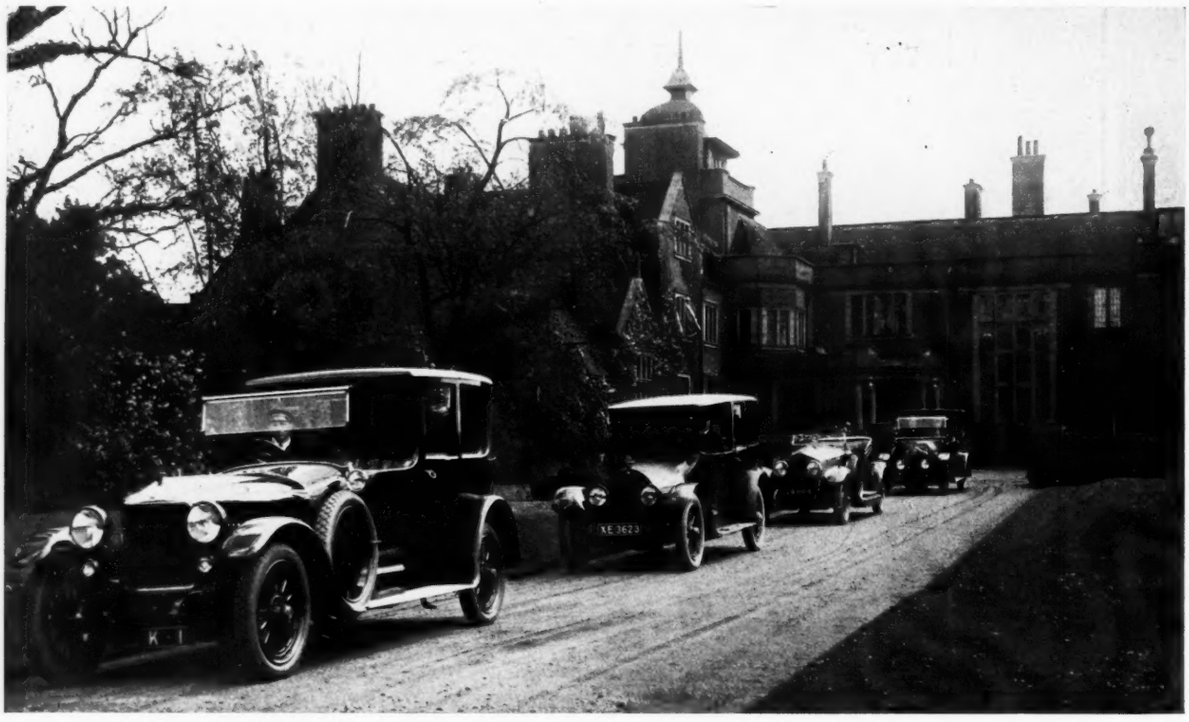
A COMPARATIVELY new subject for British motorists and one that, since the war, has come into continually increasing prominence, is the matter of service. A very fair charge constantly levelled against the British car manufacturer before the war was that, whatever were the actual circumstances of the case, it appeared that the maker's interest in his car or other article terminated as soon as the sale was completed. If the makers of the "A" cars sold a car to customer "B," the transaction was, to them, definitely ended as soon as they had cleared "B's" cheque. As for helping him in any difficulties that he might have with his car or accessories, that, they said in effect, if not in actuality, was none of their business. If "B" had trouble with his car, it was up to him to go to the dealer through whom he had bought it and who usually supplied him with his motoring necessities. There were, of course, some exceptions, but on the whole this was the general attitude.

Since the war there have been signs that the manufacturer and the agent through whom he transacts his sales have been inclining the other way. Some extreme instances of service have been recorded in the Press, perhaps the most striking that has received the light of day being the following—an owner of a G.N. cycle car found himself one evening at 5.20 with a 100 mile trip before him and his engine, which he had not been using for over a week, refusing to run on more than one cylinder. He telephoned the makers, from whose works his house is about twenty miles distant and asked if they could help, although he stated he could not get to the works as he had to pick up a passenger at another place about the same distance from the works and take him on the trip. The upshot of the conversation was that when the owner met his passenger at the appointed place, he found waiting for him a service car from the works with two mechanics, a spare magneto and a spare exhaust valve. The mechanics immediately set to work on the "lame" car, fitted a new magneto, a new exhaust valve and sent off the owner and his passenger who completed their trip without further incident.

This is an extreme example of the service that is offered by some manufacturers. We have heard of an even more extreme case which has not previously been recorded in print. This concerns an owner of a Horstman car which was stranded in Yorkshire by a broken spring, for apparently even Horstman suspension was not up to the stress imposed by some of the wicked road surfaces of the West Riding. The owner wired to the works about 2 o'clock one afternoon, at noon next day he was on his way again, a car having been sent all the way from Bath with a mechanic and a spare spring to the stranded car in Yorkshire.

Of course service costs money and it does not necessarily follow that when a firm renders service to a customer in difficulties, no charge will be made although this is what happened in the two instances recorded. But it certainly is the object of most manufacturers who have a definite service scheme to provide as much service as they can without imposing definite charges for it, and it is quite common for an expensive replacement job to be carried out without cost to the owner, other than that of the mere new parts.

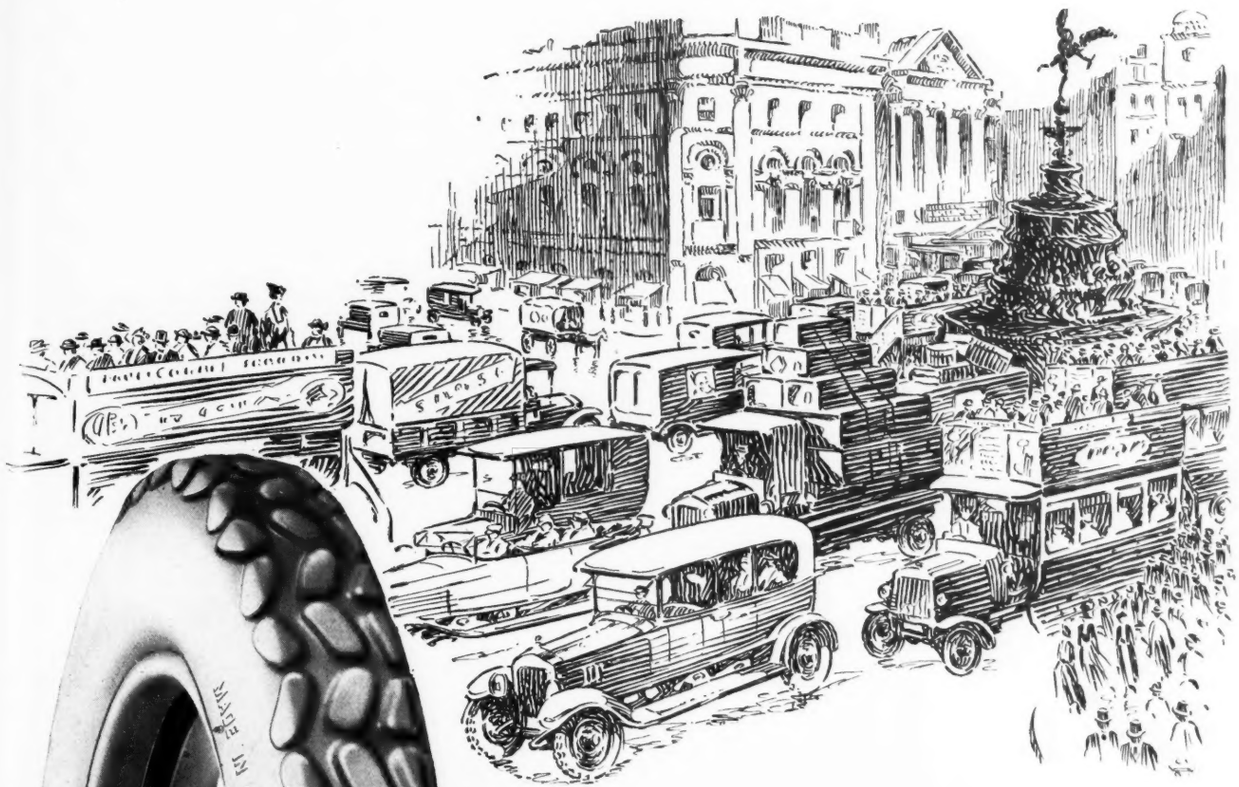
Service is not necessarily limited to complete cars or chassis, and an important pioneer effort is at present being made by Messrs. C. A. Vandervell and Co., Limited, in connection with their electric batteries.



A GROUP OF CARS AT HARDRES COURT, NR. CANTERBURY, THE SEAT OF SIR JOHN ESPLEN.

We have said on one or two occasions that springs and steering gears are perhaps the most neglected of all components of a car, but further investigation and consideration would suggest that this distinction should belong to the batteries of the electric system. We have all met the owner who starts up his engine in the morning by pressing the starting button and keeping it down until the engine takes up the drive; we have all met the man who knows neither what the liquid in his batteries is, nor that it should be kept at a level just above the plates. More than one car owner grumbles if his lights are dim or his electric horn not particularly sonorous, without the slightest idea as to where their "vim" has gone or why they are so inadequate.

Nine-tenths of the troubles that develop with the electric system of a car may be traced to the batteries. In some cases it is not the owner's own fault, the car maker





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may have had the batteries in stock a long time before he fits them to the car and often he simply puts them on the chassis without taking sufficient trouble to ascertain that they are properly charged up and in generally O.K. condition. Certainly this is not often the case with a first-class maker or with one who is building up a reputation, but such instances do occur and they reflect on the maker of the battery, who is really in no way responsible for the troubles that ensue.

In order to ensure that every battery shall be given a fair chance, Messrs. C. A. Vandervell and Co., Limited have set to work in the right way. Firstly they have done as much as is humanly possible to ensure that the batteries shall be right in the first instance, and their new battery, made under the Willard Patents, is a battery that has given some wonderful results on the only test that counts, the test of prolonged service on the hard working private car. Although it is beside our present point, it may be said in passing that the main feature of this battery is the employment of sheets of specially prepared rubber to separate the metallic plates. After making sure that their batteries are right, the C.A.V. people have established in all important centres a service station which, it is important to point out, is not a garage or an establishment in any way interested in the sale of cars. With every car equipped with C.A.V. electric batteries there is supplied a card, and when the agent in a particular town sells a man a car he asks the purchaser to fill in the card and to send it to the C.A.V. service station. It will be seen that he need have no compunction about doing this, as he would have if the service station were a rival showroom or garage. Upon filling up the card and sending it to the service man, the owner is given a ticket which secures him the right of having his batteries periodically inspected and kept in order for ninety days entirely free of charge.

The first three months of the life of any battery are the most important period of its existence. If it is properly looked after it will stand a much better chance of resisting abuse and of enjoying a long working life than would otherwise be the case. Thus the C.A.V. scheme, as it were, gives the battery a fair start in life. During that period, any attention that may be required is given it free whenever the owner calls at the service station, and with batteries, as with other things, an incipient disease seized at the right moment may be finally checked, whereas if allowed to grow, it might become incurable.

In every service station there has to be before it is appointed, a man who has been through a period of training at the C.A.V. factory. There is thus eliminated at once an evil that all batteries have to risk, namely that of falling in the hands of a hard-hearted mechanic who has no sympathetic interest in or knowledge of their troubles. Every C.A.V. service station is thoroughly capable of dealing with any trouble from which a battery can possibly suffer, and should replacement be necessary, either of a part or even of the whole of the battery, the service station is authorised to make it without reference to the factory.

There is no doubt that many battery troubles have in the past arisen solely because the owner had no conveniently available means of getting his batteries attended to by a capable expert. A man living in Edinburgh might quite well be called upon to pay two or three pounds carriage and to be without the use of his car while his batterics made the journey to London for examination and repair; he now has the opportunity of getting his batteries attended to in his own town entirely free of charge and he knows that if he takes sensible advantage of this service scheme that his batteries, having been properly looked after in infancy, are much more likely to attain a ripe old age than would otherwise be probable.

Prices and Trade.

THE end of the coal strike and the promised postponement of the threatened engineers' strike come at a very fortunate time for the motor industry. For several months, conditions in this industry have been anything but bright. Production costs have been high and production itself has been drastically restricted, with the result that although some makers have been able to cut their prices, these reductions have not been as big as could be wished and the general shortage of money has caused protracted inactivity in retail sales. But there is every indication that the height of the season, which is now with us, will witness a miniature boom in trade. There are very few firms who are not working full time.

It is clear that light car makers are reaping the benefit of improved trade sooner than the makers of big cars, which is only what one might expect; but many makers of expensive cars are quite happy with the present situation, which is a very pleasing change from the state of affairs as they were a couple of months ago. We hear on very good authority that both Vauxhalls of Luton and Auto-Carriers of Thames Ditton, two firms between which we believe there exists a close financial connection, are in a very happy state. Both are working at full pressure and, in the case of the latter, the output is disposed of for a considerable time ahead.

It is also interesting that the price of the Rolls-Royce chassis has been provisionally reduced from £2,100 to £1,850. Orders are being accepted at this latter figure in the hope that they will be executed at it, but circumstances failing to justify the reduction, the purchaser will be given the option of either cancelling his order or taking delivery at the higher price. The element of uncertainty is caused by the at present unsettled state of the engineering labour world.



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Country Life & the O.K-Junior

THERE are all sorts of uses for the

O.K. Junior Motor Cycle

in your country life. To the man who loves the seclusion of the remote but glorious country-side, yet needs a ready means of communication with the "busier" world, this dainty little 'bus with the big heart is indeed a boon. It matters not whether he has a stud of cars or no car at all, there is, in either case, work for the O.K-Junior to do and work which it will do invariably to the fullest satisfaction and pleasure of the owner. The young man revels in the sporty character of this little mount—the older man is always sure of its safety, easy handling and consistent service, and there's a model too—the daintiest little passenger machine extant—which makes "Touring for Two" a real and economic pleasure. Solo, the O.K. is priced at

48 Guineas

And that daintiest little passenger machine you can buy for 92 guineas,

Motoring expensive! Not a bit of it!

You should ask for the O.K. Catalogue and our latest Folder—"Touring for Two" which describes delightfully the passenger model.

Humphries & Dawes, Ltd.
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ANOTHER OWNER WHO IS "MORE THAN DELIGHTED" WITH A

12 h.p. ROVER

To ensure enjoying a tour as successful as the one referred to in this letter you have only to secure a car like the one mentioned here—the dependable Rover "12."

31st May, 1921

"I have just returned from the first tour in my new 12 h.p. Rover. I did 593 miles without a hitch. I encountered some very bad hills in Surrey, and I was agreeably surprised at the climbing properties of the car. I am more than delighted with it . . . Both for appearance and utility the car can hardly be surpassed. Wherever I go I shall not fail to speak of the excellent qualities of the Rover."

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8 H.P. TWO-SEATER -	250 Gns.
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AUSTIN TWENTY

Make Comparisons!

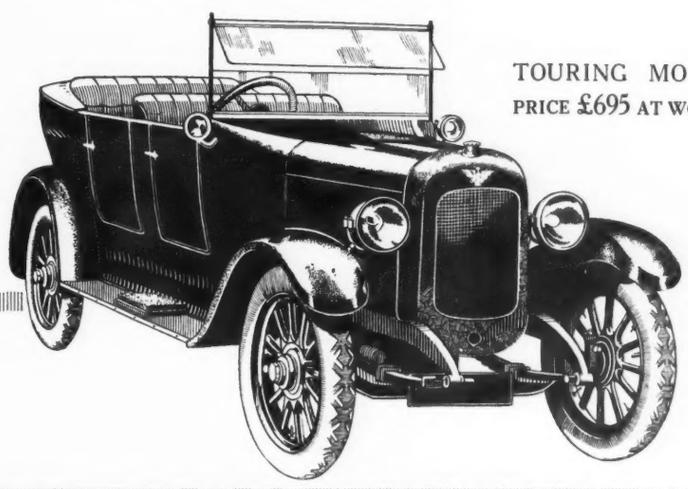
and base them upon any foundation you like. Take quality, value-for-money, efficiency, luxury; completeness of equipment; can you point out any car which rivals the Austin Twenty at the same moderate price?

The nearest Austin Distributor will be glad to give you further particulars and a demonstration run.

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1921.	Brooklands, June 25th—	
	100 m.p.h. Short Handicap	**Austin FIRST**
	Senior Sprint Handicap	**Austin SECOND**
	June 4th—	
	Bradford Automobile Club, Holme Moss	**1st (formula)**
	Brooklands, Whit Monday—	
	Senior Sprint Handicap, 72.12 m.p.h.	**1st (speed)**
	Brooklands, Easter—	
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1920.	**Three 1sts and two 2nds on formula in open events.**	



TOURING MODEL
PRICE £695 AT WORKS

THE LURE OF THE SALES

INEXPENSIVE LACE FROCKS. THE *BERTHE* COLLAR. VOGUE FOR FUR AND FELT.

IN these days of wide and varied styles and of brains rendered far keener than of yore by the process of having to "make do" with what could be got, the sales represent an opportunity of infinitely greater value than was the case before 1914. Only the comparatively few then took these bi-annual clearances quite seriously, the majority buying wildly and casually, frequently just for buying's sake. But it is a very different story now there is a better knowledge and appreciation of values. Looking at the situation broadmindedly and patriotically, it is to be sincerely hoped that it will be many a long year before the shops are in their present predicament of having to clear out stock at any cost. However, as it is an ill wind, etc., we may as well take advantage of the occasion to lay up such treasures for ourselves as can be turned to useful and immediate account during the forthcoming months.

It is in no invidious spirit one picks out such a sale as is now proceeding at Marshall and Snelgrove's, Oxford Street, W., as especially worthy of attention. The consistent fine quality of the goods always to be found here renders it quite immaterial whether an early or late visit be paid, since there never fails to be secured the equivalent of such bargains as the elegant tea-gown illustrated. The actual example of this sketched was carried out in rose du Barri damask brocade, exquisitely soft and *souple* of texture, arranged with a straight panel back ending in a longish train, a handsome girdle edged with gold fringe emerging from either side and tying in front. Allying in a remarkable degree the essentials of comfort and *chic*, this model is available in rose, jade and yellow brocade, also in rich quality black satin at one and the same price of 8½ guineas.

Other especially safe purchases—because lace, like longer skirts, has come in to stay for some considerable period—are the very daintiest little frocks of vellum-tinted lace. Although entitled tea-frocks, these could quite well be worn at a garden-party with a pretty picturesque hat, the three-tier skirt is surmounted by a graceful fichu corsage, the folds of which drop nearly to the elbow, while a handsome taffetas sash finishes the waist. At 98s. 6d. such models are well within the purchasing power of a young girl's dress allowance; or to be equally highly commended for attention are a range of crêpe de Chine dresses in a variety of colours, copies of a French model, the hem of the skirts effectively scalloped and the waists regulated by a slotted elastic, which have been reduced to 69s. 6d. As it is highly improbable that the like chance will come again for some considerable time—if all goes well in the world of trade—this represents another offer not to be lightly disregarded; for crêpe de Chine is crêpe de Chine, and an all-silk stuff at that.

The midsummer frocks, however, in all their charm and beauty are now the chief centre of attraction, and the coming two months will see organdis, printed and embroidered voiles, beautiful drawn-thread linen lawns and the like prevailing in the social world. Organdis unquestionably lend themselves more effectively than any other of the transparencies to the full, picturesque style of frock, and the eye is already becoming quite attuned to *bouffant* hips surmounted by bodices that by comparison appear to be almost close fitting.

A sweetly pretty thing seen at Henley was of rose-coloured muslin, the full skirt shaped into wide scallops at the hem, a line that was picked midway up the skirt by a deep inset of ivory muslin mounted with hem stitching. The bodice was just a little *blousé* at the waist—a normal line, by the way—but the real *pièce de résistance* was the deep *berthe* collar of ivory muslin, merely picot edged, with corresponding *volants* to the very short sleeves. What struck me particularly about the *berthe* collar was the way it turned over at the top with a slightly outstanding ridge, an effect easily achieved if the muslin is cut on the cross. But I am more than a little obsessed by the attractive qualities of this *berthe* collar in its every expression: it is so quaintly old-world and becoming. On dance frocks it is to be seen figuring in gathered tulle, narrowly bound at either edge with satin and posed on a décolletage that slips right off the shoulders in true Early Victorian manner.

I wonder if my pen can picture to you the adorable appearance of a delicate sulphur-coloured *faille*, powdered over with posies of shaded pink and mauve roses, the skirt plain, long and full, with just a suggestion of a farthingale, allied to a perfectly flat, snug-fitting bodice, the latter cut right off the shoulders and having a *berthe* quite six inches deep of gauged ivory tulle hemmed at both edges with pale jade green. It was a severe demure little frock, but oh! so attractive worn by the right wearer. Going back to organdi, anyone possessed of the useful little stand-by gown of navy serge will find this immeasurably enhanced by a *berthe* collar of organdi finished round the edge with a tiny goffered frill. This can be bought ready-made by the yard, in white; pastel shades not quite so effective.

Amid so much that is diaphanous, dainty and emphatically summery, it is amazing to find the penchant prevailing for fur, velvet and felt. On the hottest day it is the exception not to see an appreciable number of fur stoles being worn, while felt hats are quite permissible with washing frocks, and velvet is to be observed in coats, wraps and millinery. Touches of fur on gowns of *crêpe Marocain* and satin beauté are by no means infrequent, employed either as a finish to the sleeves and neck or else used to outline some quaint medallion of beads or embroidery. Those going North at the end of the month will find wholly irresistible the rough checked frieze skirts accompanied by smart semi-fitting coats of brown or black velvet, the edges bound everywhere with silk braid. Others of more practical character being modelled on straighter lines with belt and large poachers' pockets. But more of these anon, when we have quite exhausted the claims of the midsummer creations. L. M M.



THE CHARM OF ELEGANT SIMPLICITY.

Built on very graceful lines, this tea-gown finds fitting expression in rose du Barri brocade and gold fringe.

NORVIC SHOES FOR LADIES

Trade Mark.



Style N 264.
Black Velvetta
Cromwell Shoe.

GOOD Suede Shoes are delightful wear. The best kind of suede is a velvetta calf—it has a firm, smooth, close nap which does not "pick up" when the wire brush is used to clean it. The one illustrated is in Black Velvetta Calf Skin, and is an example of the high quality and good style in Norvic.

"NORVIC"

The Shoe de Luxe.

Booklet of styles and name of nearest Agent post free.

NORVIC SHOE CO., NORWICH.



"Open your mouth and shut your eyes —and see what BIRD'S have sent you."

Among the best light foods, Bird's Blanc-Mange ranks very high. It has all the goodness of milk backed up with the pure cereal albumen which goes to make Bird's Blanc-Mange the master-dish it admittedly is.

The fine silky powder in the Bird's Blanc-Mange packet acts like magic. It enables you to change milk, Nature's great liquid food, into a solid mould of dainty nourishment, most deliciously flavored.

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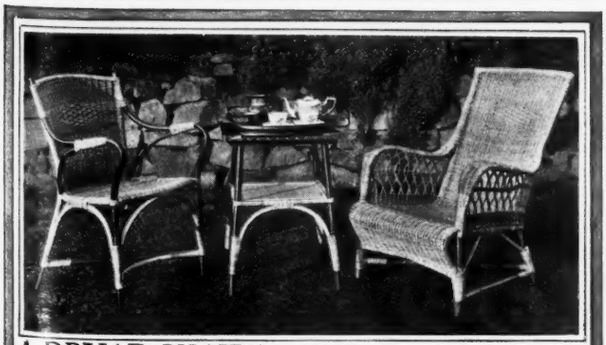
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"Cheese is the best after all."

An old West Countrie saying which conveys the truth that cheese is the best food of all, and that cheese is the best finish to all good meals.

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Thousands of this wonderful little Cheese are freshly made daily at Yeovil, Somerset.

10½d. *per packet of all Grocers and Dairymen.*

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to ward off and charm away danger and disease. The amulet illustrated symbolizes an era of superstition, superseded by the era of science.

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—the safeguard of science

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SET DOWN FOR REFERENCE

THE OPENING OF THE NEW METROPOLE.

AFTER having been in the occupation of the Ministry of Munitions for nearly five years the New Métropole—as the great Gordon Hotel in Northumberland Avenue will be called in future—will be reopened on the 12th of this month. The hotel both inside and out has been thoroughly overhauled and reconditioned, a large sum having been spent on this and internal improvements. Among the additions is the new French restaurant—the Café des Ambassadeurs—which will seat upwards of two hundred guests. The opening of the New Métropole will complete the whole of the system of the Gordon Company, of which Sir Francis Towle was appointed Managing Director in February.

SECRETARIAL TRAINING FOR GENTLEWOMEN.

So many women who have their own livings to earn have become aware of the importance of training, and so many professional men politicians and *litterateurs*, have come to realise the difference between the trained and efficient secretary and the well meaning amateur, that the St. James's Secretarial College (34, Grosvenor Place, S.W.1) promises to be even more widely known in the immediate future than in the past. Certainly no gentlewoman who contemplates taking up secretarial work could do better than write for particulars of the College, nor could anyone wishing to employ a highly trained, well-educated woman in such a capacity do better than enquire there as to pupils ready to take up situations.

SIMPLIFYING THE HOLIDAY.

A holiday that arranges itself as nearly as it is possible for a holiday to do it is to be achieved by booking a passage on R.M.S.P. *Avon*, which sails from Immingham on July 9th, July 23rd and August 6th for Norway. The journey to Immingham need be the holiday-maker's only care. The crossing of the North Sea and the delightful days among the fiords, visiting Molde, Loen and the waterfalls, mediæval Bergen and other beautiful places, are all the affair of the R.M.S.P. Company, whose offices are at 32, Cockspur Street, S.W.1. Further particulars will be sent by them on application.

OF INTEREST TO THE AGRICULTURIST.

At the "Royal," on the stand of Messrs. R. A. Lister and Co., Limited, of Dursley, there were to be seen examples of both old and well tried products and of entirely new implements of which the soundness is unquestionable. As examples of the first may be mentioned Lister petrol and oil engines in all sizes likely to be required by the biggest or smallest of modern farmers, and designed to withstand neglect and to give of their best with the minimum of attention. Lister lighting plants, which were exhibited in various sizes, including one specially intended for the average farm, will be found to meet all requirements, whether they are those of the most modest or most exacting character. The Lister-Bruston plant employs the same power units (a Lister petrol engine) and dynamo as the Lister plant, but is entirely automatic in action. When a light in the house is switched on, the engine is started by the plant itself as soon as the batteries require replenishment, while when the batteries are fully charged the engine is automatically stopped again. Of the entirely new things to be seen on the Lister stand a cream separator occupied pride of place. This is a separator in which for the first time lubrication is conducted automatically so that every part works under ideal conditions and requires no regular lubrication by the operator.

"THE ART OF HOUSE DECORATION."

This is the title of a useful booklet prepared by the makers of Morse's Distemper specialities, and with a tint card it will be sent, on application, by Messrs. A. T. Morse, Sons and Co., Upper Road and Grange Road, Plaistow, E.13. Morse's "Calcarium" and "Fresco" Distemper specialities are made in a great many very charming shades, and any shade not included on the tint card will be made to order if practicable. "Calcarium" is supplied in a paste and is suitable for inside or outside work, washable and very durable. "Fresco," sold as a powder, though not washable, is very hard-drying and durable, does not rub off, and is in fact an ideal distemper for inside work. Morse's "Petrifying Liquid" for damp walls, new plaster, porous work and similar uses, manufactured by the same firm, is very useful in ensuring the effectiveness of painting, distempering or papering.

THE BOY WHO GOES TO SEA.

At the Nautical College, Pangbourne, cadets for the R.N.R. and for the Merchant Service receive a splendid grounding in the work of their profession, and no one who has seen the boats' crews on the river or the excellent College buildings can doubt that the two years or so of training are a happy as well as a useful experience. The annual fees are only £160, and there are several nominations from Pangbourne to the R.N. College at Dartmouth. Prospectuses can be obtained from Messrs. Devitt and Moore, 12, Fenchurch Buildings, E.C.3.

A SCHOOL FOR BIG GIRLS.

A good finishing school often offers the happiest means of tiding over awkward years and at the same time fitting a girl to take her place in the world satisfactorily. Claremont, Esher, a collegiate school for senior girls of which Miss Tullis is Principal, is especially to be recommended in this connection. Modern languages, music, social and domestic science are only a few of the subjects specialised in, and well known professors and lecturers attend the school. The charming house was until quite lately a residence of H.R.H. the Duchess of Albany.

FIRES WITHOUT COAL.

Many people will welcome Kwikfyre, a capital new invention the point of which is that it enables a kettle or saucepan to be heated in an ordinary fireplace very quickly without the use of coal or wood. Kwikfyre is sold in square flat slabs, and a ninth of each slab will give a fifteen minutes' fire. For picnic parties and camping out Kwikfyre, with its little tripod, will prove itself an ideal heating agent, and when a coal fire must be quickly lighted or made fierce the addition of a small quantity will be found to act like a charm.

BOOKS AND MANUSCRIPTS

COTTAGE FURNITURE—OLD ENGLISH SILVER.

A COLLECTION of the works of Charles Dickens, mostly in first editions, with many first issues of other English writers, appears at the book sale at Messrs. Sotheby's on July 18th and 19th. There are also some valuable works on country life and sports. The second day's sale includes some important eighteenth century books on America and many Army Lists, beginning with that of the army raised by Robert, Earl of Essex and Ewe, published in 1642. Of the early printed books, four bear the imprint of Wynkyn de Worde of Fleet Street—John Garland's "Synomyna," 1514, which is very scarce; the "Otho" of 1526, which with "the Golden Legend," by Jacob de Voragine, published in 1512, is extremely rare: and the "Floure of the Commaundmentes



AN OLD BRASS WATER-CLOCK.

of God," 1521. A heraldic manuscript of national importance is exposed at this sale. It contains the armorial bearings of the earls and barons from the time of William I and the arms of the Knights of the Garter from the reign of Henry IV to about 1580, when the manuscript was emblazoned for Queen Elizabeth by Sir Gilbert Dethick, Garter King at Arms. It was rebound in 1639 for Charles I and bears his initials crowned on crimson velvet. His arms appear on the cover of a Bible of 1521, which bears an inscription by Archbishop Laud on the title to the effect that upon it the King "sware the peace with Spaine" in 1630. The illuminated manuscripts and early printed books are very important. An English Psalter, containing eight large historiated initials in gold and colours, was, in part, executed about 1340 and the rest as late as 1410. It formerly belonged to William Morris and still retains its original binding of oak boards covered with stamped leather. Many beautiful bindings are included in the dispersal. Messrs. Sotheby's sale of Chinese works of art on July 21st includes a Bridal Gift of fine gold in the shape of a pair of wine jugs and covers, a couple of two-handled cups and two cup-stands finely engraved and weighing over 95 oz.

Messrs. Puttick and Simpson will sell shortly some interesting portions of Dickens' original manuscript of "Oliver Twist." It shows several important differences from the final text. For instance, in Chapter X, regarding how Fagin felt when the Dodger, or Charley, came home empty-handed, there is struck out in the manuscript that he (Fagin) "felt *so honestly indignant*" that he went so far as to knock them both down. It seems to the writer the final version is poorer for this cancellation. Other alterations have evidently been made with the idea of perfecting the rhythm and flow of words. Dickens gave these to Rebecca Ball Wilson when she was staying with him about 1850. She was his cousin, her maternal aunt being the novelist's mother, and the manuscripts, with some affectionate family letters by Dickens, have remained with the family to the present day.

At their sale of engravings on July 8th the mezzotint in colours of "The Milkmaid and Cowherd," by J. R. Smith after Morland (illustrated and described in COUNTRY LIFE, June 25th), realised £50 8s. (F. Williams); "The Sportsman's Return," in colours, by W. Ward after the same, brought £47 5s. (F. Williams); a fruit piece and a flower piece, a pair, by R. Earlom after Van Huysum, £35 14s. (Leach); the set of six "National Dances," aquatints in colours, £120 15s. (Brall).

There are many excellent pieces of cottage and other furniture at the Old-World Galleries, Duke Street, W., but to me the cottage furniture most appealed. Here are Welsh dressers with old-fashioned dishes, one being of elm, 6ft. in height by 6½ft. wide. It was fitted with three drawers and a range of cupboards below, the side supports having a deep semicircular "flute" with a central reed, surmounted by a bold and simple cornice. Here, too, is a charming brass water-clock, the square face and thick, but artistic, hands complete. Below the face is an oval plaque inscribed:

As tyme is short
Use always
Well your earthly houre.

The long tank is engraved with a windmill, the lower with the Royal Arms of Great Britain and Ireland.

On July 7th Messrs. Christie sold old English silver plate, Limoges enamels, porcelain and majolica, the property of the Duke of Newcastle. A pair of William III cups and covers reached £1,124 16s. (Crichton); a pair of tankards *en suite*, £782 2s. (Willson); a pair of William III pilgrim bottles, £1,196 17s. 3d. (Comyns); two Limoges enamel plates representing incidents in the life of Joseph, £1,743 (Abbey); a Limoges enamel oval dish, £2,415 (Amor); a Limoges enamel triptych with the pièta and Saints Catherine and Sebastian, £2 940 (L. Harris); a Gubbio dish depicting a scene from the life of the prodigal son, £2,520 (Duveen); a Castel Durante bowl painted with the arms of Pope Julius II and dated 1508, £3,255 (Duveen); a pair of Chelsea vases decorated with paintings of Teniers subjects in landscapes, £1,575 (Abbey); and a pair of Chinese Mazarin-blue bowls and covers, £1,207 10s. (Seligmann).

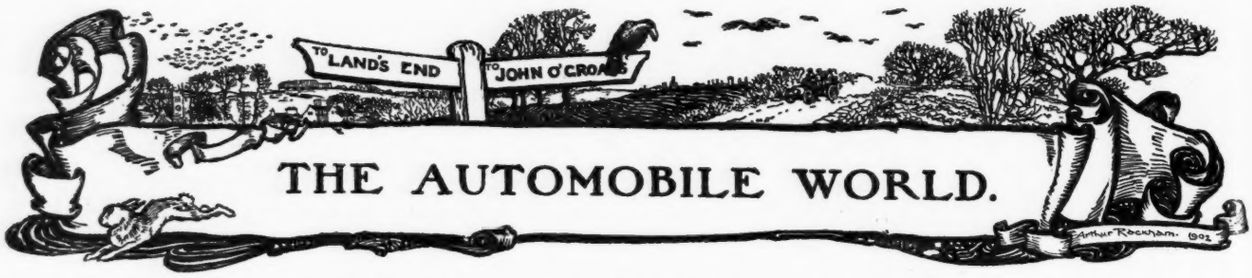
D. VAN DE GOOTE.

CHARLES
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LONDON

Works
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Art

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Two, West 56th St.



THE 16—20 H.P. RUSTON-HORNSBY CAR

MESSRS. RUSTON-HORNSBY, LIMITED, the well known agricultural engineers of Lincoln and Grantham, adopted a policy that might have been expected from a firm of agricultural engineers of high standing who decided to venture upon the treacherous sea of motor car manufacture. The car that they decided to produce was a car that was to meet the requirements of the farmer. It has long been a source of complaint that there is no British car that could make a really sound appeal to the farmer. Theoretically always, and actually very often, the farmer is not mechanically minded. In many cases he has been forced to realise the utility of the motor car and that he cannot very well do without one, but until recently the only cars that met his requirements in all respects were cars of American manufacture. This is a straightforward admission that it is impossible to deny. The man who wants a pure utility car is not on the look-out for mechanical refinement so much as for a vehicle that will give him uncommon body space and a chassis of which the durability may be taken for granted.

The only British cars that have satisfied this demand by combining roomy bodies with chassis of unquestioned wearing qualities have been hitherto restricted to our most expensive cars, and consequently there has been no British car that satisfied the utility man, because one of his first demands, as a class, is that the car shall be low priced to buy and economical to maintain. We have pointed out on previous occasions that low first cost does not necessarily mean low maintenance cost, but that both are equally important. The Ruston-Hornsby gives promise of being economical to maintain as well as being low in first cost. When all things are taken into consideration, this car is a striking value for money proposition, and in our opinion there are barely two other cars on the British market of to-day that can hope to compete with it in its particular class.

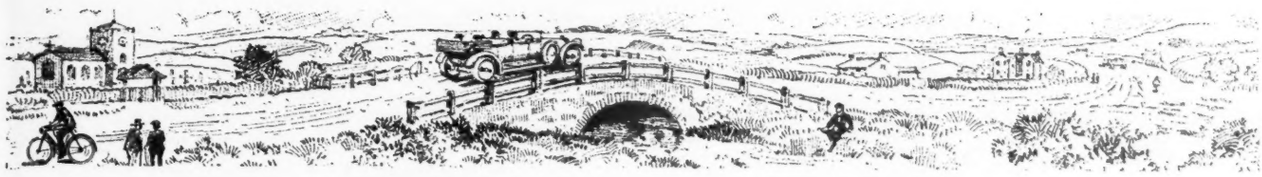
In the first place, its chassis is notable for its robustness and general soundness of design—there is nothing freakish about it, everything is made on a most generous scale, and the over-all dimensions are such as to accommodate a body that is almost unique among British bodies of to-day. The ordinary touring body that is fitted to the Ruston-Hornsby can carry six passengers in comfort and might manage a couple of undersized extra occupants if the party did not mind a bit of squeezing. And yet, remarkably enough, although the body is so roomy, it suffers from none of the faults that one is inclined to associate with an uncommonly roomy body, for one's experience of which one most commonly relies on cars of American manufacture. The Ruston-Hornsby seating accommodation is not only generous, it is really comfortable, and the experienced motorist will know that over-generosity in passenger seats is just as apt to lead to real discomfort as is the other extreme when a body is so skimpy as to give no room for elbows and legs. The Ruston-Hornsby seats are deep and really well upholstered, and wherever the uncommonly low price of the car (£585) has been secured it has not been obtained at the expense of the upholstery or other internal details of the bodywork. In fact, the car has some of those features that are usually associated with only the most expensive of motor carriages. The back seat, for instance, is really comfortable, which it too seldom is with plenty of our expensive cars. The front windscreen is of the expensive divided type, with both panels adjustable. Inside the body with its four doors are a large number of pockets for the accommodation of small articles. Under the seats there is space for stowing away a plenitude of those little things that accumulate so often when one is contemplating a long tour. The running boards are left quite clean and free from obstruction, because the spare wheel is carried at the back of the body, the accumulators are situated in the off-side valance, and the tools in a small compartment on the near side of the car. This seems an obvious place for such necessaries as tools and accumulators, but for some inexplicable reason it is very seldom taken advantage of. The tools are completely out of sight and are immediately accessible when wanted; the same applies to the accumulators. Finally, the Ruston-Hornsby body has a concealed hood, the compartment between the back of the rear seat and the rear panel of the body being neatly enclosed with a leather cover when the hood is not in use.

We find it very difficult to think of any points of criticism in this Ruston-Hornsby body. The adjustable front seat gives a very wide range, so that the tallest and shortest of drivers may immediately secure what he most fancies as regards distance from the control pedals and steering wheel. Possibly the fact that the car has centrally disposed gear and brake levers can be urged as a criticism by some users, but this is entirely a matter of taste. For ourselves we are not enthusiastic over the centrally disposed levers, but we recognise that there is much to be said for them and that they do bring the very material advantage that ready access may be obtained to the driver's seat from either side of the car. Perhaps there is a little detail external to the body which would pay for attention on the part of the makers, and that is that the side lamps are mounted immediately on the outside edges of the head lamp brackets. The result is that they are well within the front wings and so fail to show the width of the car by some 8ins. or 10ins. on either side. In view of recently revived police activity it would perhaps be as well if the Ruston-Hornsby had its side lamps in a position that offers no opportunity to the officious police constable searching hard for a case.

On the chassis of the car we propose to say no more than is absolutely necessary, because we are looking forward to dealing with the chassis of the larger Ruston-Hornsby model in detail, and this is very much the same in constructional matters as the smaller car with which we are now concerned. The engine is by those well known makers, Messrs. Dorman of Stafford, its bore and stroke being 80 mm. by 130 mm., which gives an R.A.C. rating of 15.9 and renders the owner liable to a tax of £16 per annum. The top half of the crank case is cast integrally with the cylinder block, which latter has a detachable head without valve caps, as is the case with one or two cars that we have described recently as typifying the most modern tendencies in automobile practice. Engine cooling is by pump, a continuation of the spindle of which drives the magneto. On the opposite side of the engine is situated the carburettor, the starting motor and the dynamo, which is driven by a belt from the fan, in turn driven by belt from an extension of the camshaft. Accessibility to a marked degree is a great feature of this Ruston-Hornsby engine and especially in the way it is disposed in the chassis frame and under the bonnet. As a friend facetiously remarked, one could get inside the bonnet and sleep on the engine on a cold night. There certainly seems room for



THE RUSTON-HORNSBY LEAVING ARUNDEL.



THE Lanchester 'FORTY'

THE predominant dependability of the Lanchester Car is not a matter of chance, it is the result of sound fundamental qualities combined with a unique experience in automobile engineering. "Where the Lanchester leads, the Trade follows" is no idle pretension, but a fact proved by automobile history. The present "Forty" is the latest in the succession of successful Lanchester Cars. It possesses extraordinary reserve power instantly responsive and just as instantly submissive; its speed is a matter of desire; from 3 m.p.h. to 70 m.p.h. on top gear is a wide range, but not too wide for the Lanchester engine such is its wonderful flexibility, whilst the suspension, in the words of an owner, is "the acme of luxury." The Lanchester "Forty" is not merely a triumph in engineering and coachbuilding, it is the fulfilment of the experienced motorists' desires—a Car of exceptional merit and exclusive refinement.

Catalogue and photographs sent on application.

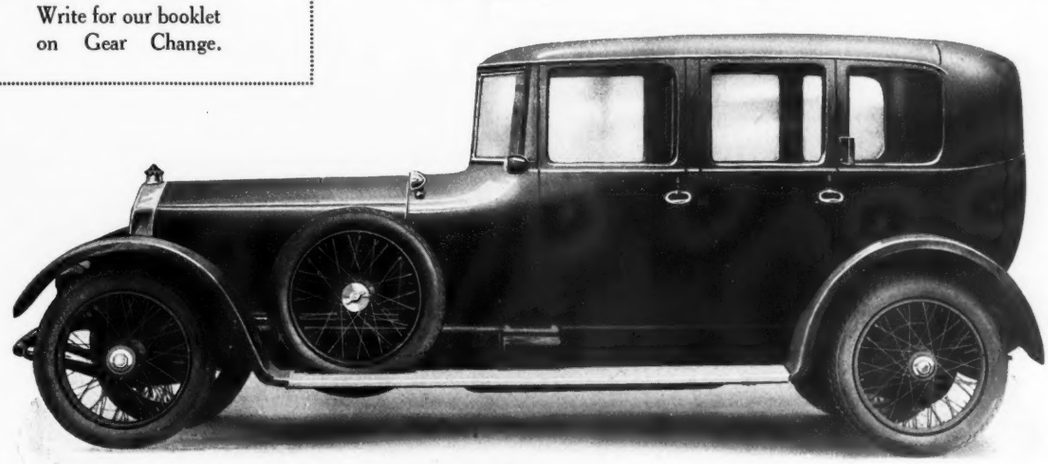
THE LANCHESTER MOTOR CO., LTD.

Armourer Mills, Birmingham. 95, New Bond St., London, W. 88, Deansgate, Manchester.

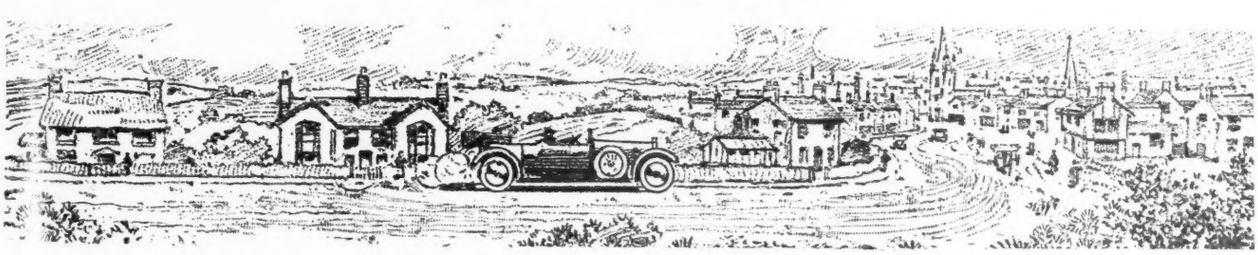
Gear Changing

on the Lanchester is a delight. No matter what the engine speed, any gear can be engaged with absolute certainty and silence, **including the reverse;** *moreover, the gear change is entirely foolproof. It is impossible to miss a change or "crash." No force is required, and there is no need to study the art of double clutching; the gears are always in mesh and changing is effected in a delightfully simple manner through the medium of the usual change speed lever.*

Write for our booklet on Gear Change.



40 h.p. 6-cylinder 7-seat Saloon Limousine equipped with Rudge-Whitworth detachable wire wheels.



anything under the huge Ruston-Hornsby bonnet, and if this is larger than it actually needs be to cover the engine, there is much to be said in its favour on account of the accessibility it gives and the imposing lines of the whole car, due in no small measure to the bonnet dimensions and contour.

Our road experiences with the Ruston-Hornsby were marked by what appeared to be a conspiracy of Fate, but nevertheless the general impression left upon us by the behaviour of the car was a distinctly pleasing one. The engine has plenty of power to deal with its load, although one would hardly expect that a 15.9 h.p. engine could haul the Ruston-Hornsby body fully loaded wherever its driver cared to take it. But this certainly is the case, and never once when the car was in our hands did the engine appear to be at all stressed, or at all uncomfortable in meeting every demand that was put upon it.

The gear-box is situated on the back axle, which is something of a novelty for a car of this size, but we found it quite satisfactory in action as well as fairly silent, although the gear change was anything but easy. The clutch stop seemed to be in need of a considerable adjustment, and never once while the car was in our hands did we succeed in getting a really quiet change down. As the clutch itself was as smooth in action as could be desired, this difficulty over gear changing was all the more regrettable.

As many of our readers will doubtless remember, the Ruston-Hornsby is fitted with Marles steering, a new type of steering gear that made its first appearance at the 1919 motor show and created a considerable amount of interest. We have already dealt with this steering gear in detail and described the ease of control that it gave to a car on which the steering wheel had been replaced by a simple knob. The Ruston-Hornsby is the first car we have driven completely equipped with a steering wheel and fitted with this Marles gear, and we were consequently considerably interested to observe how the car would behave. We cannot honestly say that the steering impressed us one way or the other. It was certainly very pleasant for negotiating corners and the big car could be whipped round the sharpest of corners without effort. But the car certainly seemed to require more effort with its steering when travelling along a straight level road than is usual with a car of this size. The steering-box itself appeared to have a certain amount of play in its mounting on the chassis frame, which might explain this point to some extent.

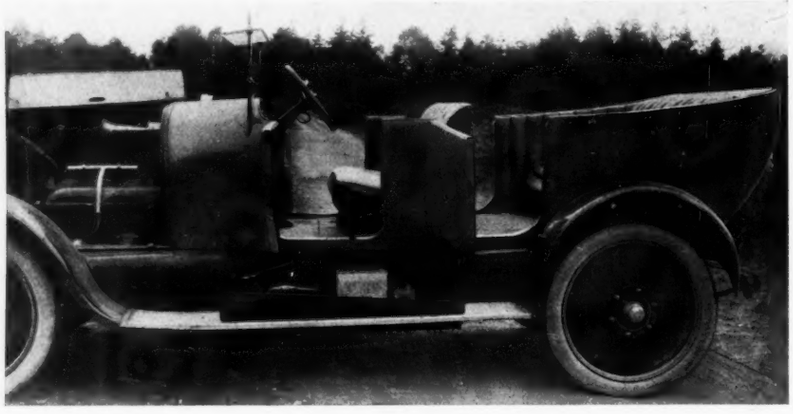
The brakes of the car all operate on the rear wheels and have a very simple adjustment in the form of butterfly nuts at the end of their operating rods.

The springing, by semi-elliptics in front and three-quarter underslung elliptics in the rear, is quite efficient, although we felt that to appreciate the Ruston-Hornsby to the full one ought to have had a fully laden car. Our normal complement of passengers on our test runs was two adults, besides the driver, and the car was apt to bounce somewhat on some of the bad Surrey roads in a way that suggested that an extra hundredweight or so in the back seat would have improved its riding considerably.

This 16—20 h.p. Ruston-Hornsby car is one of those cars for which one likes to feel a happy future is assured; it has so many good points and it bristles with so many highly desirable features that the class of motorist to whom it does not appeal must be very limited indeed. It has all those assets that the average owner-driver desires most—it is silent, it is flexible to a high degree and it is powerful. Its huge body with its uncommon accommodation and high degree of comfort immediately bring the Ruston-Hornsby into a market that we are often told no British manufacturer can hope to enter.

Finally, some details of the car are uncommonly good. Provided that one has a jack that works properly the wheels are very easily removed and replaced, a feature that a burst tyre forced us to discover before the car had been in our hands a couple of hours. The accessibility of the engine as well as that of the rest of the working parts of the chassis is very refreshing in these days when accessibility seems to be sliding rapidly into the background of the motor manufacturer's ideals.

There are one or two points of the car that would do with improvement, as there are with every car. We found, for instance—as generally is the case with a dynamo relying on belt for its drive—insufficient current was being generated at times to charge the batteries, due to belt-slip. A car like the Ruston-Hornsby, obviously intended to appeal to the utility man might, we think, be very advisedly fitted with a positively driven dynamo.



RUSTON-HORNSBY TOURING CAR.

Several of the special Ruston-Hornsby features are shown in this view, notably the four doors of the body, the "tool box" in the near side valance, the uncommon roominess under the bonnet, and the accessiblity of the engine and its fittings.

NEWS OF THE WEEK

ACCORDING to the latest returns issued by the Ministry of Transport the number of private motor carriages and cars licensed for the five months ending May 31st were approximately 226,000 and the amount paid in taxes for these was £3,570,000 out of the total receipts from the Road Fund tax of £8,424,600. The average annual payment per car is £17 6s., so that on a horse-power basis this shows that the popular vehicle is a motor carriage of about 20 h.p. A great deal has been written lately in regard to the increasing demand for vehicles of about 10 h.p., but the statistics seem to show that this type of vehicle does not meet the wants of the general body of motor carriage owners. This is not surprising, as in order to convey four or more persons comfortably a larger carriage with greater accommodation than is usually provided by the so-called "Light" car is needed. For this reason it is interesting to note that old-established firms such as Clement-Talbot, Crossley and the like are producing motors whose engine rating is about 20 h.p. for the 1922 output.

Due to a large extent to the industrial unrest in various industries upon which manufacturers of motor cars are dependent, though the 19.6 h.p. Crossley and the 15—20 h.p. Clement-Talbot cars were exhibited early in this year, few have appeared on the roads, but with the present signs of a settlement of labour troubles next year will see an increasing number on our highways. An opportunity recently presented itself for a run on the new 19.6 h.p. Crossley car whose chassis is capable of carrying all types of modern coachwork either of the open or closed forms. It has a wheelbase of 10ft. 4ins. and a track of 4ft. 7ins., which gave very smooth running over give-and-take roads of not too good a surface; while there was no sign of vibration, due to the careful balancing of the three-bearing crank-shaft. Fitted with four forward speeds, the car was capable of surmounting all hills at a fairly fast speed, so that a high road speed mileage average could be maintained on a long journey. These gear ratios are 13.43 to 1 on the bottom gear, 8.5 to 1 on the second, 5.54 to 1 on the third, and 3.57 to 1 on the top drive. But if it is possible to estimate trend of coachwork design of the open touring type of body by this example on the new Crossley it would appear that the fashion in regard to low sides and backs is passing away, to be replaced by a better protection for the passengers. For some time the so-called "Sporting" type of low body has prevailed, with its lines more adapted for speed than comfort. Those accustomed to travel in the hindermost seats will welcome this return of higher sides and deeper back cushions, as not only will they escape the dust of the roads but there will be considerably less back draught, which is the chief bugbear of this form of open coachwork. Most of the races this year have been framed for cars whose piston displacement is 3,000 c.c., both on the Continent and in the United States of America. These "three litre" cars are about 20 h.p. nominally, so that their rating coincides with the prevailing demand in this country according to the taxation average return. Motorists therefore would appear to have quite a number of different models of this calibre to choose from in 1922, and as engines of this magnitude can develop great power, capable of transporting full-sized landaulets to seat seven persons at a high speed, their continued popularity is assured. At the same time it may be noted in passing that the Americans are proposing to reduce the piston displacement of the cars for their classic Indianapolis Race in 1923 to 2,000 c.c., due, no doubt, to the terrific speed the 3,000 c.c. cars can now attain on the track. It remains to be seen whether their example will be followed in Europe in due course, though the small, high-speed, efficient engine has always been more fully developed here than in the States.

ITEM.

New Fiat Showrooms.—The Italian Ambassador was present at the opening of the new Fiat showrooms at 33, Albemarle Street, W., where a complete range of Fiat products is housed. It is a happy sign that the ceremony coincided with the freeing of the Fiat factory in Turin from Communist control.

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PREPARING FOR THE HOLIDAYS

HELPFULNESS OF A ONE-COLOURED SCHEME. NOVELTIES IN REVERSIBLE CLOAKS.

IN a very short time now town will have emptied itself. Already there is a lull in the social world, a respite that is being turned to good account in preparations for the exodus. Wardrobes are being overhauled by the wise and thrifty and rearranged to meet the exigencies of the forthcoming holiday jaunts.

Some women seem to have a perfect genius for planning an outfit that yields the maximum of effect with the minimum of possessions. These always contrive to appear suitably dressed no matter what unforeseen contingency turns up. Undoubtedly one of the big secrets of their success is the way they work on a one-colour scheme; a procedure that permits of one or two hats serving with several gowns—bags, parasols, stockings, shoes, etc., all falling into line. A wardrobe containing a *mêlée* of brown, blue, rose and yellow dresses exacts their complementary *chapeaux* and details; whereas if one of the more sombre tones of blue, brown and, of course, black are selected, together with a neutral shade, grey or biscuit, the necessary touch of colour-relief and variety can be brought about by different garnitures of ribbon and flowers.

With blue, grey or *beige* marries delightfully, a useful holiday outfit including a smart slip-on frock of navy serge for mornings and a blue foulard patterned over in grey or white for afternoons, together with the always necessary coat and skirt, which would look especially well and be ideally suitable for either sea or country in grey covert coating. Then, of course, if much golfing is meditated, a rougher suit of tweed in a mixture of grey and brown is advisable—perhaps a Glen-Urquhart check or Harris, accompanied by some bright hued silk jumper or the equally cool alpaca wool knitted affairs.

Brown, again, is very adaptable to touches of beige, yellow, Tango and Pompeian red. *A propos* of which, for the stand-by morning frock, I can heartily commend a brown gabardine, broadly striped with many colours. A model seen after this *genre*, the other day, was arranged on simple coat-frock lines, with a collar that could be worn open or closed, revealing when open a lining of Tango red silk, to which a narrow varnished leather belt was toned. With this there went a rough, loosely plaited bass straw hat, the brim adjustable to any angle, the crown tied round with a red striped *ciré* ribbon; brown stockings and suède shoes, a brown silk bag mounted in tortoiseshell and a cotton Tango red sunshade with striped border completing a quite charming *ensemble*.

I am, however, fully prepared to prophesy that some of the biggest successes on the *digues* this season will be the navy serge gowns fashioned with skirts gathered full on the hips, either directly from a normal waistline or at the edge of a longish bodice, whichever style is the more becoming to the wearer. In any case, the bodices will be scooped out in a shallow round and finished with a falling *berthe* collar of white organdi, cuffs to correspond adorning the sleeves, whether the latter be long or short. A fascinating *chapeau* that can be worn with this frock or any dainty summer voile or muslin being an immense flop of nutmeg manilla straw woven rather loosely, simply wreathed with field flowers.

Going back to the suit of covert coating, quite the smartest and most elegant build for these includes a moderate length, slim, but not tight, skirt and longish, semi-fitting coat, the fronts thrown back to the waist with narrow lapels, where they close with a link button. The advantage of this style of suit is that it will not date for many a long year to come, and, if the funds permit, one or two specially nice lawn or organdi shirts, hemstitched and frilled, and neat, close-fitting collars will give the finishing touch and particular *cachet*.

Then another most important, indeed absolutely necessary, possession is a warm wrap coat which serves for travelling, and is especially needful if the Channel is crossed, and also for slipping over light frocks on cold days and in the evening. With these, again, the one-colour scheme can be played out, the materials mostly used for their fashioning being velours or gabardine; while the latest styles tend to a rather more fitted appearance than has been the case of late, an effect sometimes achieved by the way the garment is worn, and at others by the lower part being added on redingote lines. The sleeves are invariably clever and amusing, as are also the collars, the latter almost invariably adjustable and frequently faced over with Roman striped silk. Exceedingly useful are the reversible models, blue gabardine on one side and black charmeuse on the other. These, however, are necessarily more *dégagé*, to allow of being turned completely inside out, without seams and excrescences of that sort showing. For holiday wear it would be impossible to imagine anything more delightful and serviceable than a reversible wrap of this description.

A word, too, if the weather is very warm, for simple little chemise frocks of tricot. This is an adorable, light, cool fabric, and is especially effective in white, striped with a bright colour, such as rose, canary yellow or jade green. The majority are planned as slip-ons, a girdle, deftly tied, holding what fulness there is in at the waist, very lightly, however, so as not to lose the straight, slim lines. And for wearing beneath these tricot dresses, which are almost transparent—or any voile or muslin, it may be deemed fitting to include in the holiday outfit—princess petticoats of China silk, one white and another flesh pink, will be found the greatest possible blessing. These petticoats are being shown in various styles, cut all in one, or, what is really better suited to the dress of the moment, with a straight camisole top and slightly fulled-on skirt, both finished with hems set in with fagot stitch. It is extraordinary how the quietest, most demure little voile frock gains in appearance if worn over one of these silk princess slips, a similar *jupon* being offered for evening wear, rather more elaborately treated, and frequently slightly hooped out over the hips. L. M. M.



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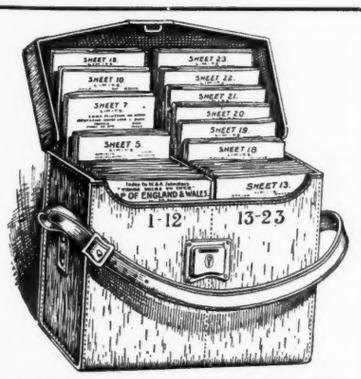
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NOTES FROM TOWN

THE VISIT OF THE KING AND QUEEN OF BELGIUM.

The King and Queen of Belgium have sent a cheque for £100 to St. Dunstan's on the occasion of their visit to London, selecting that organisation from among the many concerned with the relief of suffering, since it appeared to Their Majesties as "more than all worthy of encouragement."

AN EXHIBITOR'S RECORD.

Three prize medals for only three exhibits is certainly a good record and it was made by the London Warming Company, Limited, of 20, Newman Street, Oxford Street, W., at the Folkestone Health Exhibition. The three exhibits were the well known "Kooksjoie" anthracite range, which won a silver medal, the "Wifesjoie" one-ring gas cooker, which also received a silver medal, and the new Combination Hot and Cold and Overflow fitting for baths. This last received a bronze medal.

TOWN COTTAGES.

Under the ægis of the Old-World Galleries, 71 and 73, Duke Street, Grosvenor Square, W.1, and of Lower Seymour Street, Wigmore Street, W.1, a complete freehold block of buildings with an open quadrangle in the centre has been acquired in De Vere Gardens, Kensington; this quadrangle has been converted into a stone-paved Dutch garden, and around it there will be sixteen old-world cottages. Naturally, being freehold and in the best part of London, the cottages are not cheap in the first instance, but they are picturesque without and within, combining oak-beamed ceilings and continuous hot-water supply, electric light, electric bells, and gas points run to all the fireplaces for gas fires. Moreover, they are so arranged that they can easily be managed with only one servant, so that they will probably prove a good bargain in the long run. The prices of complete cottages range from £2,750 to £3,500 freehold, except Number One, which is £3,750; or intending purchasers may acquire one of the buildings which has not yet been converted and alter it to suit their individual taste. The prices of the unaltered buildings range from £1,500 to £2,000 freehold. One cottage has been furnished and in it every article is for sale and has its price and description marked on it. Orders can be placed with the attendant at the cottages. All interested are invited to inspect the cottages, and all communications with regard to them should be addressed to the Old-World Galleries.



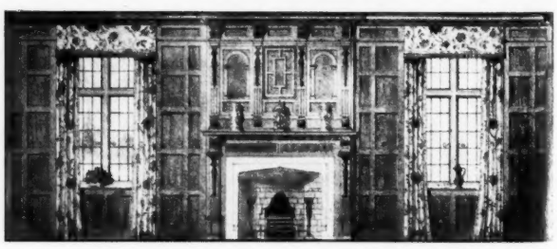
PENDANT IN GREEN JADE.

THE CHARM OF JADE.

Messrs. Liberty's of Regent Street, W.1, have issued one of the most charming and dainty brochures ever produced for trade purposes. It is called "Jade Amulet" and contains historical notes with coloured illustrations and interpretations of the most characteristic forms in which these ornaments are made. The illustrations are excellently coloured, and at the present moment when everything Chinese has such charm for us the effect of this booklet should be to send every reader to inspect Messrs. Liberty's beautiful wares.

RE-DECORATIONS IN HOLIDAY TIME.

Now that the industrial clouds seem to have passed away it is a good idea to take advantage of holiday absences at the seaside, and many firms are, in consequence, finding themselves crowded with orders for redecorations to be executed during the vacation. In this connection the Wallpaper Bargain Sale now proceeding in the big House Decorating Showroom at Messrs. William Whiteley's, Limited, Queen's Road, Bayswater, is particularly interesting. The value to be obtained at these sales has been a matter of general knowledge for years, and the beautiful new wallpaper schemes on exhibition would make many a châtelaine impatient with her present decorations and anxious to replace them. Messrs. Whiteley's Building and Decorating Department,



A SCHEME OF DECORATION CARRIED OUT BY MESSRS. WHITELEY.

where both the interior and exterior decoration of houses is undertaken, together with heating, lighting and sanitation under expert supervision, is particularly catering for decorations during the summer holidays.

THE LANGHAM HOTEL.

At a luncheon in honour of Dame Margaret Lloyd George, J.P., and the wives of the Dominion Prime Ministers, recently given in the beautifully appointed Reception Rooms of the Langham Hotel by the British Women's Patriotic League, Princess Louise Duchess of Argyll presided. Those present to receive Her Royal Highness were Lady Sydenham, Lady Henry, Lady Cowan and Mrs. Massey Lyon, and there was a large gathering of distinguished guests.

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TO the songs of Shakespeare, Ben Jonson or Sir Philip Sidney this old spinet may, in their own day, have given accompaniment as later to those of their successors. What instrument could provide a more appropriate setting for the love-songs of the Cavaliers such as

> Shall I, wasting in despair,
> Die because a woman's fair?

And think of the history of the fair fingers that have pressed its keys since it was made in 1630! Its last Royal owner was the Princess Amelia, youngest daughter of George III, and, with her, it is mentioned in diaries of the time. It was purchased at the sale of her effects at Windsor, January, 1820, by Mr. John Nealds, an antiquary of Guildford. At his sale in December, 1878, it was bought by Dr. G. C. Williamson of Hampstead, who parted with it last April, when it found a resting-place with Messrs. Edwards and Sons of Regent Street. It is indeed a most famous instrument, described and mentioned in various books on musical instruments and shown at the International Inventions Exhibition in the Albert Hall, 1885, and at the Crystal Palace. It is of five octaves. The keys are of ebony and ivory, the top of the natural notes being of ebony, their fronts of decorated ivory; the sharps and flats are in three strips of the same, the ebony being the middle one. The back of the keyboard is veneered with holly, while the case is of walnut, with beautiful brass hinges, and supported on a stand with turned legs and plain rails. Messrs. Edwards have a long-established reputation for old English furniture, of which we reproduce an armchair of almost regal appearance. It belongs to the reign of William and Mary, the back being pierced and carved in scrolls and acanthus foliage with supports, the back rails turned and the whole surmounted by pierced and carved cresting, scrolls and acanthus ornament. The arms are shaped and carved at the shoulder and hand with exquisite acanthus foliations ending in volutes. The arm supports are turned as are the legs, which have an elaborate pierced and carved front stretcher and a turned middle one. The seat is upholstered in crimson velvet. To the same period belongs a very fine secretaire of walnut inlaid with tulips, carnations, poppies and other flowers, birds and ornament in dark-grounded panels. Of the Queen Anne period is a walnut table with three drawers and front shaped in three ogee arches, an ideal dressing-table.



WILLIAM AND MARY CHAIR CARVED IN SCROLLS AND ACANTHUS FOLIAGE.

An important series of books on the natural sciences come up at the beginning of the sale at Messrs. Sotheby's on July 25th and following day. Here are great rarities, including copies of the first and second editions of "The Pilgrim's Progress," the former once the property of Thomas Marsom, a fellow prisoner of John Bunyan; Izaak Walton's "Lives," 1670, a presentation copy, and interesting early plays and tracts. On the second day a remarkable series of French illustrated books, some exceedingly rare, in fine contemporary bindings, are to be sold, with first editions of Kipling's works, a wonderful set of early books of great rarity on the subject of Mary, Queen of Scots, one of these in Latin, another in French, being sixteenth century Edinburgh publications. Passing a series of Early Italian works we come to the extremely rare Greek Evangelistarion of the twelfth century in its original binding, on one side of which is a finely executed painting of the Crucifixion on gesso with the Virgin and St. John on either side of the Cross. The book was probably written by an Egyptian or Arabian monk, and the name Leontius appears on paper pasted inside the binding. It came from the Convent of Queen Catherine on Mount Olympus in Cyprus. The magnificent copy of Albertus Magnus, "De Laudibus Beatae Mariae Virginis," published in Strasburg *circa* 1475, shows points of great typographical interest. Here is an unique copy of the privately printed first edition of "A Forest of Varieties," by Baron North, 1645, and a wonderful extra illustrated "History of the Rebellion and Civil War" with his Life, written by the Earl of Clarendon. Autograph letters of notabilities, many fine bindings and some fore-edge paintings, are comprised in the sale. From July 25th to 27th Messrs. Sotheby dispose of many coins and medals of great importance and rarity. Among the British coins are fine examples of great scarcity, such as the gold ryal of Henry VII, two sovereigns of the same reign, a light noble of Henry IV and many early pennies. There is, too, a fine Early British gold stater showing portion of a laureated head. In addition there are many Continental, Greek, Roman, Mohammedan and Oriental coins.

Old English silver plate, the property of the Earl of Winton, the late Lord Moulton and others, was disposed of by Messrs. Christie on July 13th. The Charles I silver included two plain tankards and a set of four candlesticks with cylindrical stems, flat wax-pans and domed plinths. On the day following they sold English and French furniture, Oriental porcelain and old Italian majolica, the property of M. Carlin. The sale included a Sienna dish painted with Europa, mermaids and tritons in the centre, the border with trophies, gryphons and arabesques, the back painted with *amorini* and a portrait, with three *amorini* in the centre, £819 (Harding).

On July 14th Messrs. Puttick and Simpson disposed of some very valuable musical instruments, including a fine violin by Andreas Guarnerius, Cremona, 1655, with original label, and the violin by Antonius Stradivarius of Cremona, made in 1682, which is sold by the executors of the late Mr. G. H. L. Parsons of Streatham Park. Its back, in two pieces of medium curl, and the table of fine grain in two pieces, were covered with brown orange varnish. This brought £500. D. VAN DE GOOTE.

TO-DAY and DAILY

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On Wednesday, the 6th July, the manufacturers reduced all the prices of carpets. Hamptons now offer to the public the full advantage of these reductions wholly regardless of the prices that were paid by them for the carpets.

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Reduced from ft. in.	ft. in.	£ s. d.	to £ s. d.	Reduced from ft. in.	ft. in.	£ s. d.	to £ s. d.	Reduced from ft. in.	ft. in.	£ s. d.	to £ s. d.
6 0 ×	4 6	5 13 0	**3 18 0**	9 0 ×	6 9	12 14 3	**8 15 6**	12 0 ×	11 3	28 5 0	**19 10 0**
7 0 ×	4 6	7 1 3	**4 17 6**	10 6 ×	6 9½	14 16 9	**10 4 9**	13 6 ×	11 3	31 15 9	**21 18 9**
9 0 ×	4 6	8 9 6	**5 17 0**	9 0 ×	9 0	16 19 0	**11 14 0**	15 0 ×	11 3	35 6 3	**24 7 6**
10 6 ×	4 6	9 17 9	**6 16 6**	10 6 ×	9 0	19 15 6	**13 13 0**	16 6 ×	11 3	38 17 0	**26 16 3**
6 9 ×	6 9	9 10 9	**6 11 9**	12 0 ×	9 0	22 12 0	**15 12 0**	18 0 ×	13 6	50 17 0	**35 2 0**
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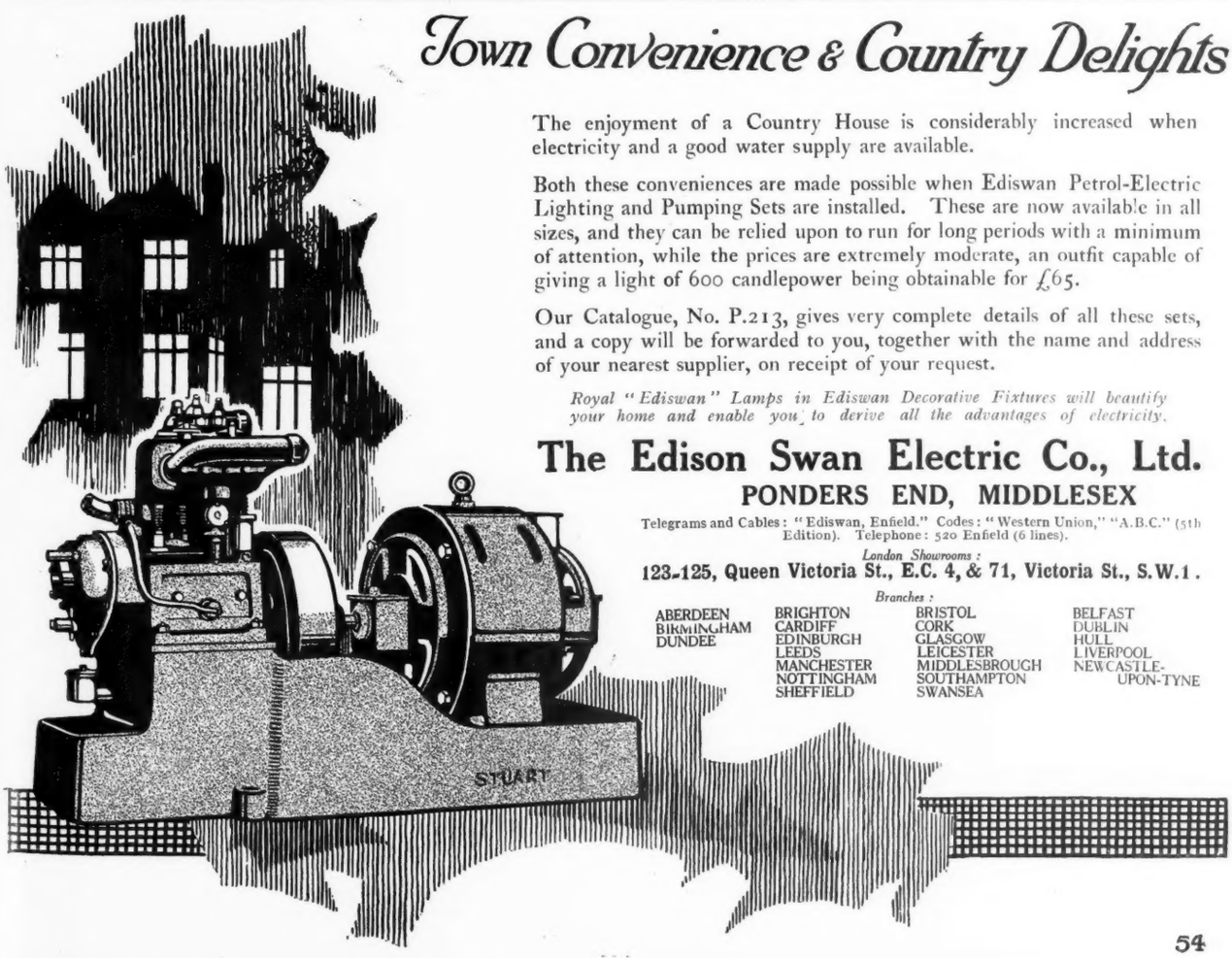
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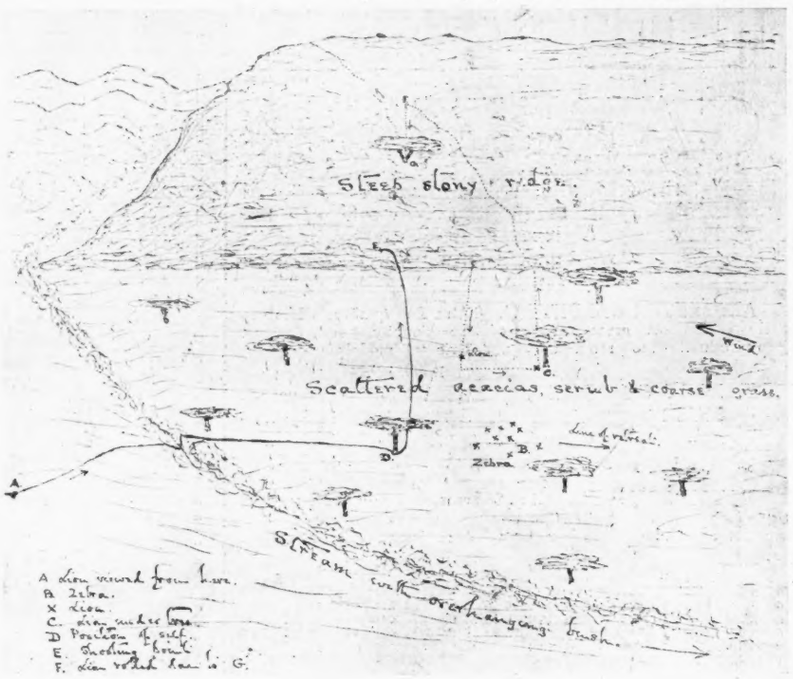
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LIONS STALKING THEIR PREY

By Sir Frederick J. Jackson, K.C.M.G. C.B.

MY first experience of a lion stalking its prey was early one morning when a lion with a fine dark mane was intent, like myself, on stalking a small lot of zebra. Had I been more experienced and less impetuous I should, on first seeing him and realising what he was after, have waited for him to kill and then advanced on him. My regret at such a mistake was the more acute when I had time to reflect that, apart from the better chance of bagging the lion, I had thrown away an almost certain opportunity of actually witnessing his attack and method of killing, and also of examining his victim within a few minutes of death.

The position, from his point, was most favourable, as the diagram will show. Both he and the zebra were among scattered table-topped acacias, low scrub and coarse grass. The zebra were quietly feeding towards him, but I did not see him until I had reached point A. It was evident that he was advancing, and not merely waiting for the zebra to approach, as he crawled forward some fifteen to twenty yards while I waited and hesitated what to do. Then I made the fatal mistake of concentrating all attention on him and neglecting precautions regarding the zebra. This resulted in our being seen by them, and they moved off while my gun-bearer, Ramazan, and I were crossing the stream. At the same time the lion must have moved to his left and stood or lain down under a tree at C. Anyhow, we had reached point D before we saw him cantering off, straight for the steep, stony ridge. By the time he began the ascent I was a good two hundred yards behind, and risked a shot as he settled down into a quick walk; then, running on close up to the foot of the ridge and sitting down, I fired four shots—all misses but the last one. Where this one hit him I never knew, but it brought him rolling and slithering down sideways, growling furiously, until he bumped up against a tree that widely forked a foot from the ground. Here he scrambled to his feet and stood with both fore-paws in the fork, his great head and bristling mane framed on each side by the tree trunks—a splendid picture as he gave vent to deep-toned, angry, cough-like grunts. In such a position and, at most, 120yds. away, to miss him seemed impossible; but I did, twice—partly because I had been running, and partly because he was too much above me. A third shot caused him to raise his head slowly, just as if he were going to fall backwards, and to give a deep moan, and I thought I had him. But it was not to be, for he suddenly recovered, whipped round, limped away at a trot straight up-hill and disappeared over the brow. It is probable that the two wounds could only have been slight, as the blood spoor was completely lost after an hour's tracking. But to make sure, we were back early next morning and spent two futile hours on the ridge looking out for vultures, the best of guides to a dead beast. We then returned to the spot where the lion had been when we first saw him, and we followed his well marked trail right back to the base of the ridge. He had evidently viewed the zebra from the ridge, and had commenced his stalk at the crawl directly he had reached the flat.



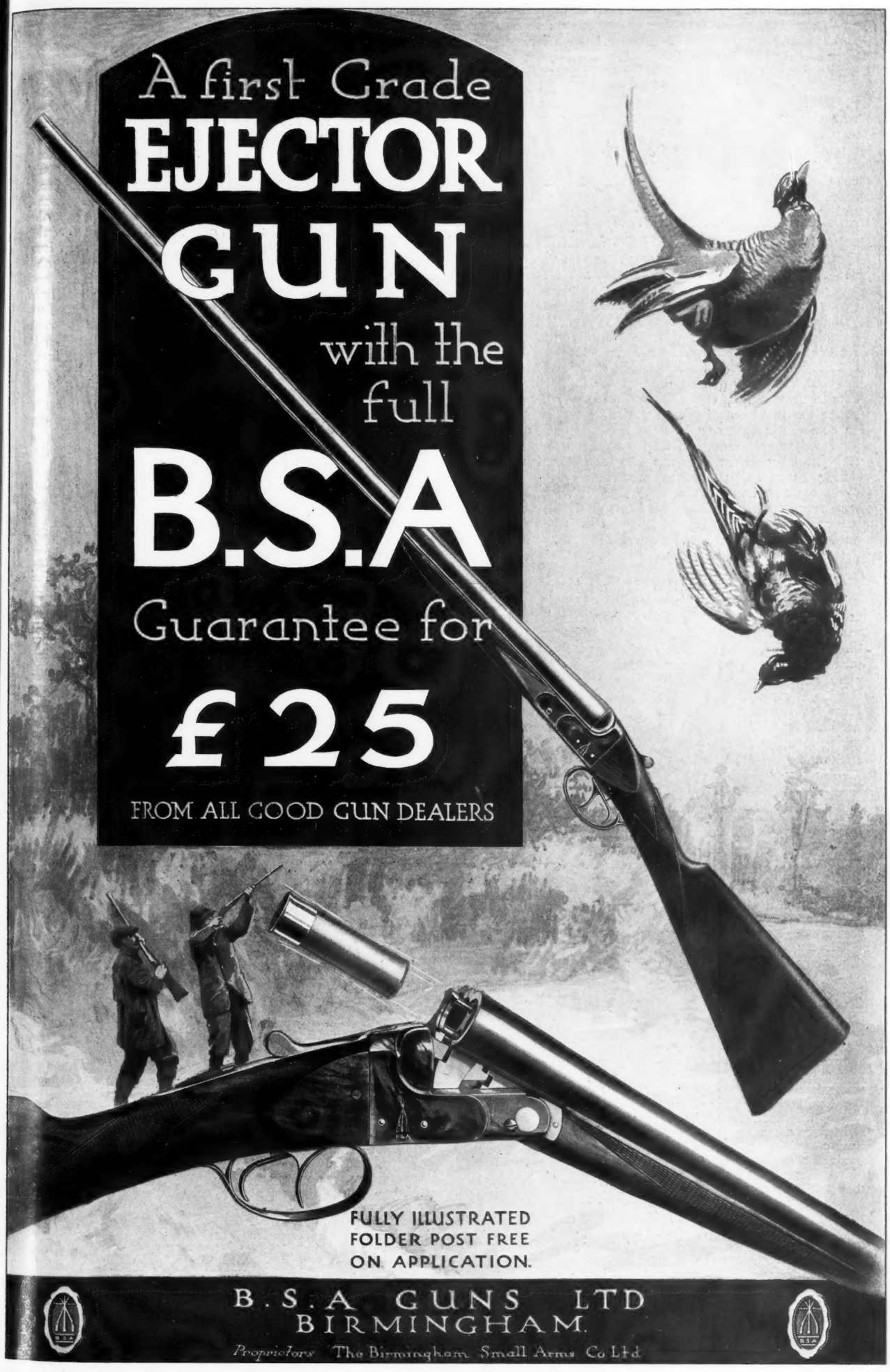
HOW THE LION STALKED THE ZEBRA.

Another thing I learned and never forgot—that is, if I had not run in so close to the base of the ridge, I might have made better shooting at a lesser angle.

On another occasion, and within less than a month, a lion and lioness were observed stalking four eland—a magnificent bull and three cows. They only missed their breakfast by a stroke of bad luck, though I confess to being mean enough to rejoice at their discomfort. Those two lions, Ramazan and I were, at the moment, rivals for one of the eland, and we were adopting identically the same tactics. Furthermore, I readily admit that had all gone well with the wind the lions would have drawn first blood. The attached diagram shows the position—a broad open glade sprinkled with small acacias, with forest and bush on each side.



SIMULTANEOUS STALK OF ELAND BY LIONS AND THE AUTHOR.


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When the eland were first seen at B from point A they were grazing and working slowly up-wind. It was then 7 a.m., and I fully expected them to graze and move forward for at least another half hour or more. The lions, too, appeared to have expected this, as we had both relied on approaching from across the wind and reaching our respective positions at the psychological moment—the lions within a short rush, mine within about 110yds. Even when the eland stopped and stood at point D we were justified in getting well ahead, though it ultimately proved to be too far ahead. Had they continued to advance, as we hoped and expected, to have attempted to cut them off nearer might have failed, and in any case would have meant hurrying, and perhaps, on my part, unsteadiness and a foozling shot. On reaching our furthest point, a small bush, and while resting before crawling on, I noticed a dark object in the grass almost opposite to us and about the same distance from the eland as we were. It was the lion's head, and the glasses revealed his mate close behind. Here, there was another opportunity of watching a couple of professional stalkers at work, but I do not think I could have sat still if the bull had been leading instead of the cows and likely to have been the first to reach the danger zone. At the same moment that I caught sight of the lion the eland showed signs of uneasiness, but did not appear to have seen him, though all stood gazing up-wind. It was probably only a sudden, and very slight, taint in the wind. It is equally probable that the lions did not notice the eland standing agaze, as they continued to crawl on some little distance, when the lion perceptibly raised his head and was detected, and off trotted the eland down-wind. A point of great interest was the trail left in the grass during their stalk; twenty men walking in single file could scarcely have left a more distinct track. The grass was completely and uniformly flattened down, and the trail was easily traceable from the point at the edge of the main bush where they had commenced to crawl. This showed the care they had taken to keep out of sight from the very start.

The last occasion I saw a lion and lioness in the act of stalking a herd of hartebeeste. This was on the Uasin Gishu plateau at eight o'clock one delightfully bright and intensely clear morning in August. The hartebeeste, with the sun shining direct on them, were on the slope of one hillside, myself and men on the march on another about 900yds. away, and with a marshy hollow intervening. These two lions were so pale in the bright sunlight that both my men and I at first mistook them for stones, until one was seen to move. The telescope not only revealed lions, but also that they were crouched and gazing intently at their quarry, which were quietly grazing or standing and enjoying the warm sun. None of them had seen the lions, as these lay 200yds. to 220yds. away. As I sat and watched, the lions moved so slowly as to be almost imperceptible to the naked eye, and it was only the fact that the hartebeeste were quite stationary that showed the distance was, very gradually, being reduced. Apart from this slowness, the most remarkable thing noticeable was the way the one behind kept its distance—as if tied to the leader. To an onlooker, a stalk, from the very first, appeared to be quite hopeless in such meagre cover—grass barely 2ft. high, and in so bright a light; but the fact that they finally reduced the distance by a good hundred yards was a grand object lesson. It showed what can be done with care, patience, and by going slow, and would have done good to some of the present-day long-range "pom-pomers" (as my old friend, the late Arthur Neumann, called them) if they too could have witnessed it. They would subsequently have been less prone to trotting out the plea of game being "quite unapproachable." Finally the lions, when still a hundred yards away, made their effort—a quick half-crouching rush for about half the distance (when they were seen) and then at a gallop. But the hartebeeste were too quick for them—they scattered and were off without hesitation—there was no "paralysed by fear" and nothing spellbound about any of them. At first both lions made for the nearest hartebeeste, but very soon the lioness went after another to the left. It was a fine sight, but neither of them, apparently going for all they were worth, got nearer than twenty yards; and from start to finish of their run-in they covered less than 300yds. It was, however, very clear that the burst was a sharp one, as the lions, then 70yds. to 80yds. apart, at once lay down with mouths open—obviously much pumped and panting. And there they lay as we passed on, with the hartebeeste gazing back at them from the safe distance of 600yds. or more.

At Merereni I came across a single lioness that was undoubtedly out hunting, but not actually stalking, at four o'clock one afternoon. The ground was open, but covered with a few bushes, low scrub, coarse dry grass 3ft. high, and freely sprinkled with ant-hills. By standing on one of these ant-hills, on which a bush was growing, I was just able to follow her movements through the grass. In this she could not have seen more than a foot or two ahead of her, and it was interesting to note how she frequently turned aside and took advantage of the ant-hills, and stood on one for a few moments to have a look round. After some little manœuvring and approaching within range of her, I was just making for one ant-hill in the hope of taking a sitting shot (always a favourite one of mine) while she stood on another; she, however, was quicker than I in reaching the coign of vantage, and, risking a standing shot, I missed her.

HOW TO PROFIT BY A GOOD PARTRIDGE SEASON

By R. Sharpe.

THERE is very little doubt that we are on the eve of an exceptional partridge season. In the result the generally depleted stocks will receive great benefit, but only the full measure of possible advantage can be insured by a carefully devised plan of campaign, taking suitable account of the conditions likely to exist.

Every season has its handicaps, and we have heard a good deal lately about those incidental to a prolonged drought. This is the third outstanding example in my experience, that of 1893 being the one most closely resembling it in severity, while that of 1911 was milder in degree. The present drought followed an exceptionally dry winter, whereas that of 1893 succeeded a wet one—which makes all the difference. Conditions at the start were favourable to an early growth of herbage, a few showers at the end of April giving the hay crop a chance such as did not occur on the former similar occasion; but at the time when roots were dependent on ample supplies of moisture the drought had set in with full force, the result being that no serious attempt was made to sow swedes, though mangolds were given a chance, so far with very poor results. Even at the time of writing, a matter of about forty hours of rain would produce a certain amount of covert. To the general absence of roots must be added that of potatoes, which are already dying off in many districts.

Deep earth fissures have made their appearance lately in the heavy clay lands, though, personally, I do not think that there is nearly as much danger of birds being engulfed in them as during the 1911 season, the reason being that in most districts partridges were exceptionally early in nesting, even the erratic French variety doing the same and "going down" immediately the last egg had been laid. The young partridges were thus well grown by the time these fissures became of dangerous size. When one chick drops down, the anxious mother, stirred by the notes of distress, crosses and re-crosses the crack till the majority of the brood is involved in the same fate. But as soon as their wings have developed they are able to regain their lost foothold before the descent begins. Though the general rule of early nesting has been subject to some curious and apparently inexplicable exceptions, I think we may put aside the effect of earth cracks as a very small source of danger and out of all proportion to the gains arising from the absence of those much more wholesale causes of mortality—heavy storms and continued cold and wet weather. That the conditions have also made for exceptionally well filled nests will be attested by the many who have experienced difficulty in finding accommodation for the eggs collected from danger areas or salved from other mishaps.

The question of water, or, rather, of the moist diet which answers the same purpose, is not in my judgment serious, for in seasons bearing any close resemblance to the present one partridges always grow more rapidly than when ordinary conditions prevail. The remarkable night frosts of late June were undoubtedly detrimental, because they rendered unwholesome the clover which, in its dew-saturated condition, supplies so large a part of the moisture required by partridges. However, to summarise the entire situation, the bumper quality of this season is assured by the absence of all the more fatal risks to which these birds as a rule succumb. The present task is, therefore, to consider how best to profit by the large quantities of birds which will be available everywhere, practically without exceptions.

On many estates the prime difficulty will be to gather the abundant harvest of partridges, in the process reducing the breeding stock to desirable dimensions and quality. Otherwise, next year's total of birds may easily be less than the so-called breeding stock left on the ground at the end of the present season. If no solution of the shooting problem can be found the excess of old birds left on the ground results in a lot of fighting, with the ultimate consequence that each pair of such will occupy and hold against all comers sufficient accommodation for four or five pairs of the more peaceful younger generation. Those driven

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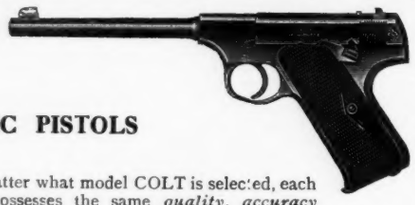
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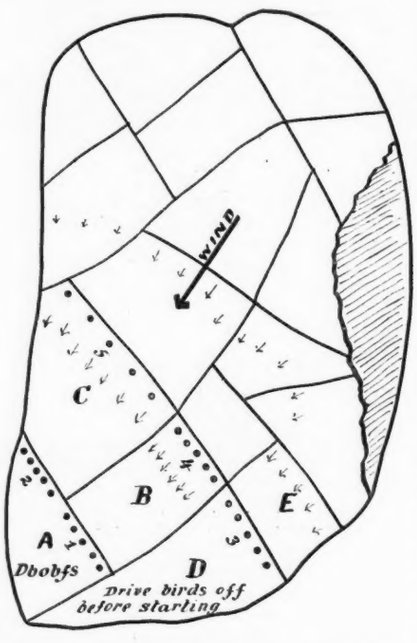
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away doubtless discover alternative accommodation of a sort, but the chances are that they will be forced to take up their quarters in inhospitable places. It therefore behoves all owners of natural partridge ground to see that the stock left at the end of a season is not only proportionate to the area, but right in kind. To achieve this result by shooting is a natural ambition, but the absence of covert will be a great stumbling block. There is also to bear in mind that in seasons such as the present partridges commence early to indulge in extended excursions in search of food and moisture; not that they are likely to desert the ground, but rather that the process causes them to develop wildness very early in the season. From prolonged experiments made years ago I have proved to the hilt the advantage of killing off every old bird that could be got, and have even gone the length of catching up the whole stock for the purpose of leaving none but young on the ground. The results proved beyond any possibility of doubt the enormous benefits that can be gained. To those who find themselves with an abundance of partridges during the coming season and are desirous of taking full advantage of the opportunity it provides to improve their stock, I would offer a few hints and observations.

The first thing I would make clear is that birds never "drive" better than during the first week of such a September as will be shortly with us, and this forms the basis of my recommended treatment. To achieve the purpose I have in mind the drives must be short and the conditions so arranged that the birds pass over the guns on their first flight. I am fully aware of the objections to short drives, but the advantages in prospect outweigh everything else. Therefore, where practicable, I would recommend everyone to drive their partridges on September 1st, the drives to be so arranged that the birds shall be brought down-wind throughout the day. This does not mean that the first drive will cover the field where the wind, so to speak, enters the estate; on the contrary, the first field dealt with will be that whence the wind leaves the estate. The accompanying diagram is perhaps necessary to explain what is meant. Drive No. 1 on Field A will take place with the guns situated as marked, the birds on this field being driven off before starting. The beaters will then proceed to drive Field B over the guns, who at the conclusion of the drive will move to the line marked for Drive No. 2, the beaters at the same time dropping back with a view to forming a fresh line at the top of Field C. That drive being completed, Field D will be cleared of birds preparatory to the line of guns taking up their places for the third drive, the beaters then encircling Field E and bringing its contents over the guns. Drive No. 4 would then take in all the birds between the line of guns and the boundary, Drive No. 5 doing the same for its own particular territory, with other drives according as the ground favours. In this way the birds are only brought once over the guns, each covey being left undisturbed after its first flight. The system will be seen to be the exact opposite to that which aims at gathering a number of coveys into one field so as to form the material for a single drive of the ordinary type.



SYSTEM OF DRIVES FOR GETTING OLD BIRDS.

To fit in with the special purpose of this treatment the most reliable shooters available should be entrusted with the work, and they should only bring one gun; in fact, the party should be made aware of the purpose in view, each being encouraged to vie with the others as to who shall kill the most old birds and fewest young ones during the day. In an ordinary season there is very little difficulty in picking out the old birds even at the end of September; but when they are so forward as in this season the sole means of selection is to take the first two birds to top the fence; in other words, the leaders of the covey. Provided straight powder is used, this ensures getting the old birds. I am convinced that every domain which is regularly shot by cracks at driven game is continuously improved up to the point where no further improvement is possible, the reason being that the crack shot always takes the

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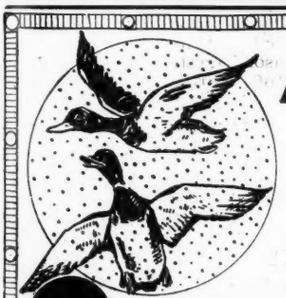
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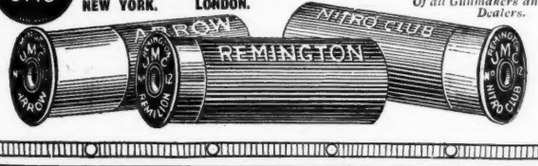
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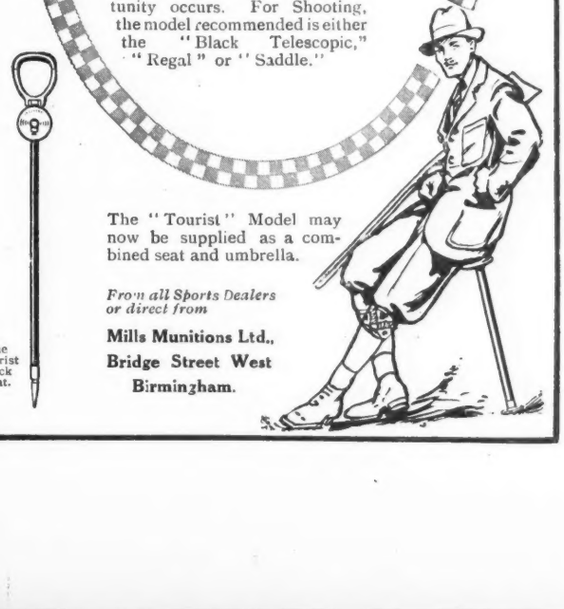


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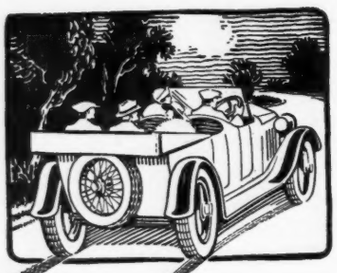
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leaders and in the process removes the old birds. One particular shooter that I have in my mind could always be relied on to get in four shots at a covey, the right and left from the first gun resulting in one and often a brace of old birds, while the second gun would produce young ones. Short drives assist this object, because as each covey rises it goes straight over the guns, the parents leading the way. On the other hand, when longer drives are indulged in coveys get intermingled, the resulting packs coming over in less settled formation. On heavily stocked ground this behaviour is particularly noticeable, for the birds stream over in a way that defeats the object in view. Drives of the sort recommended should be carried out as quietly as possible and without the aid of flags. These are quite unnecessary, for birds when on their own ground will readily slip over the fence at the point most distant from the intruders. It is only when you have driven them on to strange ground that flags are indispensable for keeping them on the straight line. With flags absent they are unsuspicious and, therefore, less likely to be off and away while the beaters are taking up their positions. As everything depends on a gradual feeding of coveys over the fence, the beaters should be warned beforehand to slow up the moment a covey rises. One other point to bear in mind is that on an excursion of this nature it will often be possible to make use of cross-fences, which on many shoots are ideal for short drives, but entirely useless when the normal method is employed.

The preliminary treatment of a shoot by this system of short drives serves two important purposes; first, in the interests of next season's stock it removes the old birds at the only time when they are amenable to guidance, and, second, it renders the survivors vastly more easy to handle in the later stages of the season when driving proper is indulged in. The artful wiles of the partridge in its attempt to defeat the shepherding of the drivers emanate entirely from the cunning old leaders, who at the first hint recognise what is afoot and endeavour to break out at the side rather than face the fence where they know the guns are waiting.

A tally should be kept showing as the season progresses how many of the old birds have been accounted for. By comparing the total with that of the breeding pairs during the nesting season, the number of veterans left may be estimated very closely. If the effort has not achieved the necessary degree of success, the remainder must be further dealt with when shooting has ceased. Grouse have thriven amazingly as the result of driving, but the underlying lesson has not been applied to partridges to anything approaching the limit of its possible fruits.

Where for one reason or another the system of driving here recommended cannot be adopted, the alternative would be to devote the first few days of the season to systematic walking-up of the coveys and making a point of shooting at the first bird that rises, unless, of course, it is obviously a young one which has strayed wide of the rest of the family. The ground should be covered according to much the same method as that above explained, for as soon as one or the pair of old birds has been taken they should not again be disturbed. I would even go so far as to give the keeper a free hand to deal with coveys in this way. Barren birds should certainly be cleared off at all costs, for their freedom from family responsibilities has already led them to form the habit of taking long flights, with the result that when the next nesting season arrives they will claim an even wider expanse of territory than the generality of old birds.

GROUSE PROSPECTS FOR 1921

BY the time this appears in print, keepers will have got on to the moors with dogs, which is practically the only way to ascertain with any degree of certainty as to the prospects for the "12th." Speaking generally, according to reports, grouse are plentiful in the northern counties of Scotland, but the same cannot apply to all those in the south. Disease prevailed a good deal in the early spring, and many dead birds were picked up on some moors. It seems, however, to have abated in many places prior to the nesting season. Keepers are naturally very reticent about disease and hope for the best, but that there was a considerable amount of it in the early spring is beyond question.

From a trustworthy source in Ross-shire I learn: "The grouse are good and the weather is good. Chicks were hatched out early, so by the '12th' they should be strong on the wing. Indeed, for dogging moors they may be too strong. Beyond doubt 1921 is going to be a great improvement in the way of sport in this district. It is a pity men begin putting down grouse from the south on dogging moors: eggs are the thing and it is not necessary to go far for them. Stick to dogging moors."

I concur with my correspondent that it would be better, when a change of blood is thought necessary, that two proprietors a hundred miles apart should arrange to exchange a few dozen early eggs to be distributed among nests on their respective moors. This would obviate the netting of grouse on the marches of moors

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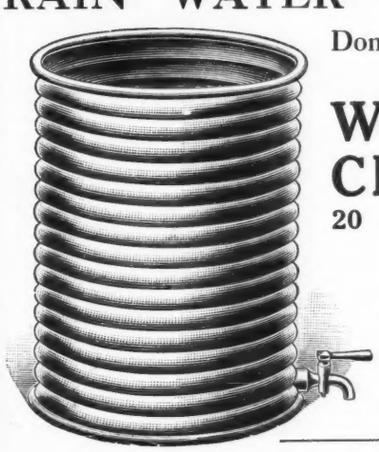
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An intelligent keeper in Sutherlandshire writes : " I cannot say yet how grouse are to be. I can see some splendid coveys, but also some barren pairs. In another fortnight I will get out on the heather with dogs and will then be able to speak with certainty."

From the Aberfeldy district of Perthshire reports come that grouse are to be good, very healthy and no sign of disease. Pheasants have done well. In the Callander district grouse are looking better than last year. The hatching was good and nice broods have been seen, in one case eleven chicks out of twelve eggs. "The smallest brood I have seen is three young birds out of six eggs; other broods six, seven, eight and nine. A few brace of barren birds are also to be seen, and that is owing to three very wet and cold days we had. I said at the time that some of the young grouse would suffer. We picked up eleven dead grouse after these cold days—five all huddled together. I also came across some dead pheasants." On neighbouring moors keepers say grouse are looking much better than last year. A slight touch of disease showed in early spring but no signs of that now. On the high ground in the north of Perthshire grouse are going on all rigth. A good many young birds, and some old ones as well, disappeared, but this was attributed to the very severe frost and exceedingly stormy weather. There is still a very fair show of birds as far as can be judged. They are, however, a bit late, which is rather astonishing after such fine weather.

From the east of Perthshire a friend writes : " Well, about grouse, I have heard some disquieting reports to-day from a keeper in the neighbourhood who reports disease among the birds, though not serious as yet. If so, it may soon spread and it is inconveniently near. I went over my moor very minutely yesterday and to-day and could see that birds are to be really numerous if disease does not break out. Coveys are already strong on the wing and average from six to nine. The highest of my ground is best and, strange to say, all the biggest birds are there. The high ground is well watered and I believe the earlier hatched birds have moved up. I can really say little else for some time, till I see how things go on. I have not yet found a dead grouse, so I am hoping for the best."

On the moors in Selkirkshire, drained by the Ettrick, reports on all kinds of game are very fair. Grouse are not easily seen at present, but good broods have been observed, and from the appearance of their droppings on the ground no doubt there is a great improvement on the last few years. On the high ground that overshadows St. Mary's Loch a good few grouse and blackgame were picked up during the early spring, but on the whole it will be a better season than last. Blackgame will be good. There are lots of broods strong and others not long hatched.

On those splendid moors, in Kintyre, which two or three years ago were almost denuded of grouse, prospects are looking a little better. A keeper who is most intelligent and trustworthy writes : " I am pleased to let you know that grouse have done extra well here this season—nests as high as twelve eggs, with ten and eight quite common, and hatched out well. Of course, on some parts where they were almost wiped out, they will require to be left alone for another year. They are looking well with no sign of disease. I have not heard of any disease in Kintyre."

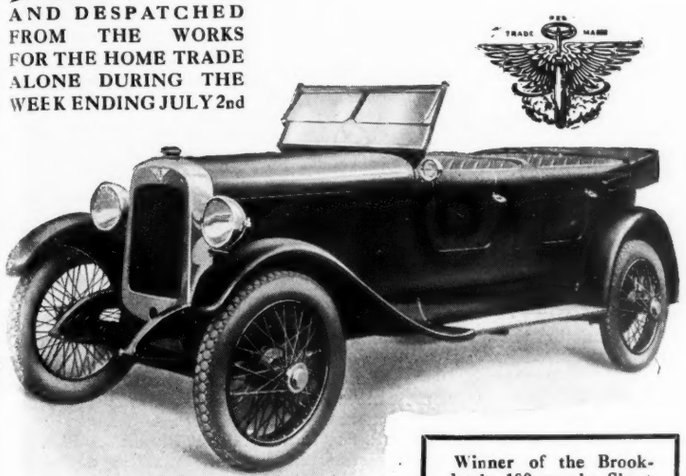
In the Inveraray district, the prospects for grouse on the whole are not very promising. The stock has not recovered yet after three consecutive bad breeding seasons—1917, 1918 and 1919. Last year was slightly better, and in October and November a fair stock of birds on parts of the ground were to be seen, but by April there were not so many. Of course, by that time they had scattered to their respective nesting grounds They began laying fairly early ; nests pretty well filled, as many as eleven in some but seven about the average. Any nests known or heard of have all run well, and a covey of ten young birds on being flushed proved able to fly a bit ; so that sounds all right.

Weather conditions on the whole have been favourable, though there was a pretty heavy snowstorm with eighteen degrees of frost on May 4th, but it did not seem to do much damage except on very high ground. Since then the weather has been favourable for all kinds of winged and ground game. Blackgame have bred well, and so have wild pheasants. Deer throve well through the spring. Hinds are dropping their calves—one was seen following its dam on June 20th. Stags shed their antlers early, and in many were seen minus their antlers by the end of March. They are looking very well and, given reasonable weather for the next month, stalking will be early. Heads have not been so good since 1914, and by their forward appearance now some heavy bodies should be got in September, certainly better than in the past three seasons, both in head and haunch.

In the Lochgilphead district, as far as can be seen, the few birds that are on the moors have done well. Broods of four, five, six and one of nine young birds have been flushed. They all look strong and healthy, with no sign of disease. It is the want of stock that is keeping the moors in this district of Argyllshire back. All through the winter one might walk a day on the moor and hardly ever see a bird. TOM SPEEDY.

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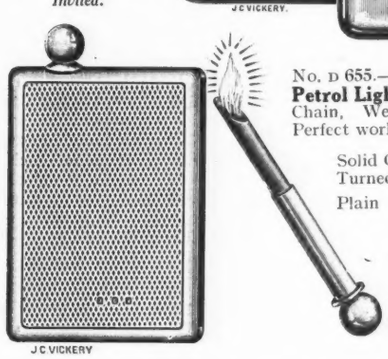
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where they have been reared and protected on the property of others, a species of poaching which should be sternly frowned down by every sportsman worthy of the name. Do purchasers —to whom money is evidently no object—ever consider the selfishness they display in buying grouse poached from moors of brother sportsmen who would disdain to do such a thing ?

An intelligent keeper in Sutherlandshire writes : " I cannot say yet how grouse are to be. I can see some splendid coveys, but also some barren pairs. In another fortnight I will get out on the heather with dogs and will then be able to speak with certainty."

From the Aberfeldy district of Perthshire reports come that grouse are to be good, very healthy and no sign of disease. Pheasants have done well. In the Callander district grouse are looking better than last year. The hatching was good and nice broods have been seen, in one case eleven chicks out of twelve eggs. "The smallest brood I have seen is three young birds out of six eggs; other broods six, seven, eight and nine. A few brace of barren birds are also to be seen, and that is owing to three very wet and cold days we had. I said at the time that some of the young grouse would suffer. We picked up eleven dead grouse after these cold days—five all huddled together. I also came across some dead pheasants." On neighbouring moors keepers say grouse are looking much better than last year. A slight touch of disease showed in early spring but no signs of that now. On the high ground in the north of Perthshire grouse are going on all rigth. A good many young birds, and some old ones as well, disappeared, but this was attributed to the very severe frost and exceedingly stormy weather. There is still a very fair show of birds as far as can be judged. They are, however, a bit late, which is rather astonishing after such fine weather.

From the east of Perthshire a friend writes : " Well, about grouse, I have heard some disquieting reports to-day from a keeper in the neighbourhood who reports disease among the birds, though not serious as yet. If so, it may soon spread and it is inconveniently near. I went over my moor very minutely yesterday and to-day and could see that birds are to be really numerous if disease does not break out. Coveys are already strong on the wing and average from six to nine. The highest of my ground is best and, strange to say, all the biggest birds are there. The high ground is well watered and I believe the earlier hatched birds have moved up. I can really say little else for some time, till I see how things go on. I have not yet found a dead grouse, so I am hoping for the best."

On the moors in Selkirkshire, drained by the Ettrick, reports on all kinds of game are very fair. Grouse are not easily seen at present, but good broods have been observed, and from the appearance of their droppings on the ground no doubt there is a great improvement on the last few years. On the high ground that overshadows St. Mary's Loch a good few grouse and blackgame were picked up during the early spring, but on the whole it will be a better season than last. Blackgame will be good. There are lots of broods strong and others not long hatched.

On those splendid moors, in Kintyre, which two or three years ago were almost denuded of grouse, prospects are looking a little better. A keeper who is most intelligent and trustworthy writes : " I am pleased to let you know that grouse have done extra well here this season—nests as high as twelve eggs, with ten and eight quite common, and hatched out well. Of course, on some parts where they were almost wiped out, they will require to be left alone for another year. They are looking well with no sign of disease. I have not heard of any disease in Kintyre."

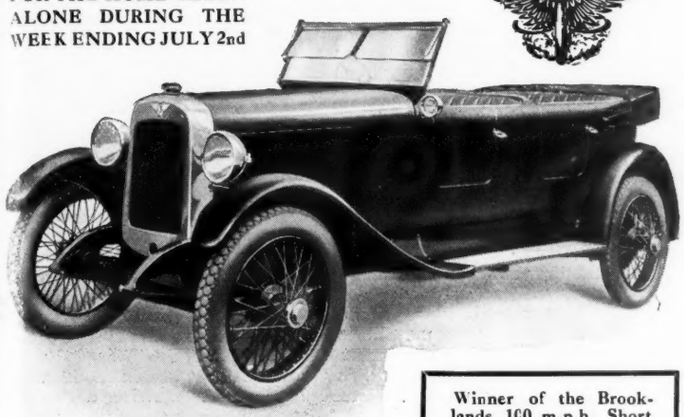
In the Inveraray district, the prospects for grouse on the whole are not very promising. The stock has not recovered yet after three consecutive bad breeding seasons—1917, 1918 and 1919. Last year was slightly better, and in October and November a fair stock of birds on parts of the ground were to be seen, but by April there were not so many. Of course, by that time they had scattered to their respective nesting grounds. They began laying fairly early ; nests pretty well filled, as many as eleven in some but seven about the average. Any nests known or heard of have all run well, and a covey of ten young birds on being flushed proved able to fly a bit ; so that sounds all right.

Weather conditions on the whole have been favourable, though there was a pretty heavy snowstorm with eighteen degrees of frost on May 4th, but it did not seem to do much damage except on very high ground. Since then the weather has been favourable for all kinds of winged and ground game. Blackgame have bred well, and so have wild pheasants. Deer throve well through the spring. Hinds are dropping their calves—one was seen following its dam on June 20th. Stags shed their antlers early, and in many were seen minus their antlers by the end of March. They are looking very well and, given reasonable weather for the next month, stalking will be early. Heads have not been so good since 1914, and by their forward appearance now some heavy bodies should be got in September, certainly better than in the past three seasons, both in head and haunch.

In the Lochgilphead district, as far as can be seen, the few birds that are on the moors have done well. Broods of four, five, six and one of nine young birds have been flushed. They all look strong and healthy, with no sign of disease. It is the want of stock that is keeping the moors in this district of Argyllshire back. All through the winter one might walk a day on the moor and hardly ever see a bird. TOM SPEEDY.

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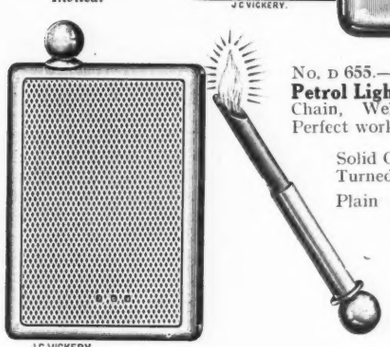
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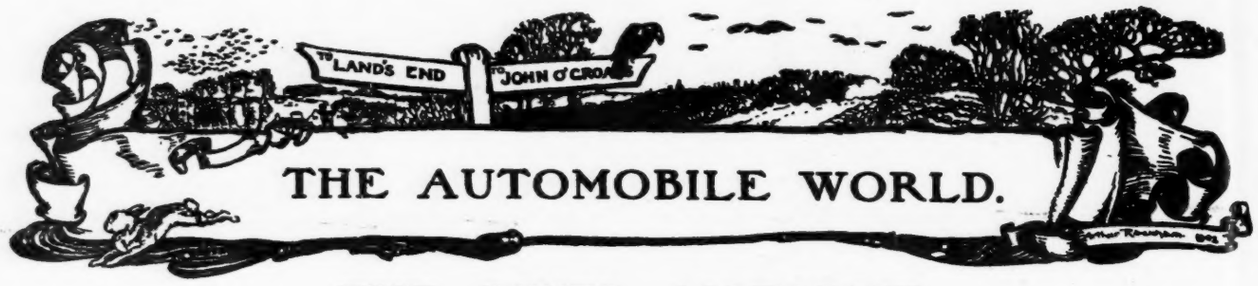




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Solid Gold, Engine Turned - - **£4 12 6**
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THE AUTOMOBILE WORLD.

THE RIVER MOTORIST

NO one who has spent any time during the last year or so in the immediate vicinity of our most useful water ways can have failed to notice the large increase in the number of mechanically propelled small craft making use of them. England is not an ideal country for the motor boat, but in certain parts it does allow of the use of this fascinating means of transport, and the public is gradually coming to realise what great fun can be obtained from the possession and use of a mechanically propelled boat, to appreciate the utter difference of the motor boat from other common means of travel, and the complete relaxation it gives to those who habitually spend much time on the open road.

The motor boat industry, in Southern England at least, is making very considerable strides. Boat yards are not only working full time, but in most cases are extending their manufacturing facilities, and enquiry at any of the good class boat builders' reveals an almost unprecedented demand for craft that are or may be fitted with motors.

The range of the various models of motor boats offered gives the purchaser an almost unlimited choice. He can get anything from an ordinary skiff or dinghy fitted with a tiny motor, which may be an inboard or outboard, to a launch capable of carrying a dozen people in perfect comfort, while, of course, if he cares to go to the extreme, he can get a launch that would provide sleeping accommodation so that it might almost be called a cabin cruiser, or he can get a motor houseboat such as that made by the Hampton Launch Works and recently described in these pages.

When considering which type of boat is most likely to meet his requirements, the river enthusiast will probably find it difficult to decide just exactly how he intends to use the boat. When a man is out to buy a motor car he generally has fairly concrete and definite ideas of the uses to which he intends to put it. He knows at least whether he wants a car of sporting or touring attributes, he knows whether speed or passenger accommodation is to constitute his chief demand; but the man who has had little previous experience on the water has much less definite ideas to work on and may find it more difficult to secure the opinions of experienced friends.

For a genuine inland water-way, such, for instance, as the Thames above Richmond, a punt appears to be the most popular type of craft, and to those who have any leaning towards the camping holiday, the punt will appeal because it can be, and very often is, used as a camping site, while at the same time it is not too big to penetrate quite tiny back waters and to be used as an ordinary pleasure runabout for a few hours on the water during a fine summer afternoon. The river launch, as such, that is to say a boat with a properly installed motor and often some superstructure on its deck, is in an entirely different class, but suffers from the same limitation as the punt, it can only be used on very placid waters. A dinghy, which, like the punt, may be fitted with an inboard or outboard motor, may not be so graceful in its movements and may not suggest the same degree of comfort, but it has the attraction that it is much more "seaworthy" and may be used quite satisfactorily on some of our largest estuaries, as indeed it is. Thus the possessor of a motor dinghy normally housed at Maidenhead may tackle the journey to Southend without any qualm as to the ability of his boat to tackle any weather that may be expected short of the very roughest. The smallest dinghy with an outboard motor that can be relied upon to give entire satisfaction is a 12-footer. A smaller boat may be very much faster, and, incidentally, some dinghys with outboard motors habitually do 10 knots, but the small boat is apt to be racked rather severely by the vibration of the motor. If a motor is to be fitted to an existing dinghy, great care should be taken to ascertain first that the boat is capable of not merely taking the motor but of withstanding it. Some enthusiasts have fitted one of these light motors to a punt, but if the installation has proved entirely successful it is generally due more to luck than anything else. The average punt is not intended to withstand and will not long resist the vibratory effects of an outboard motor. Punts fitted with inboard motors have usually been designed for the job, and consequently are apt to be more satisfactory.

The cost of these light pleasure craft as compared with that of bigger boats offers an interesting parallel to the cost of a light car as compared to that of a bigger vehicle. They are more economical to run, their registration and lock fees on the Thames are less, and thus the demand for them is greater and their market value has increased accordingly.

Whereas it is possible to get an entirely satisfactory motor launch of about 25ft. in length for about £150, a new dinghy with outboard motor will cost well over £100, the cost of a first-class dinghy being about the same as that of a punt, *i.e.*, £50—£60, with or without cushions according to the maker. Some really high-class cabin cruisers capable of accommodating and sleeping four passengers can be bought from £400 upwards, and although a boat at this figure might not be entirely recommendable for coast use, a cabin cruiser that will go practically anywhere round our coasts can be bought for £800 or so.

And then one comes to the *de luxe* class of boat, comparing with the very best motor cars. Here one has everything on most luxurious lines and, naturally, has to pay for it. A boat like *Eileen II*, which Messrs. Thornycroft exhibited at the last Motor Boat Show, is almost a motor yacht. It could be used on the Thames, but it is intended as a genuine sea-going vessel, and similar boats to *Eileen II* have commonly made trips from our shores to the Mediterranean and back. There is undoubtedly a demand for this class of boat, but with it we are not directly concerned, for we are considering rather the type of boat suitable for the river and some of our most popular estuaries. The 20ft. motor gig or the 14ft. dinghy with outboard motor can give entirely satisfactory service on such of our delightful waters as the Dart, the Fal, Southampton Water or even the Scottish lochs. Our chief motor boat centres, such as the Solent and Burnham-on-Crouch, have developed their own types of boats, but if one merely wants to be able to sail there and not necessarily be regarded as a pioneer of fashion, the dinghy or the gig will be perfectly safe if not absolutely up to date.

By the bye it will be as well to note that a dinghy fitted with an outboard motor has special attractions in that the



THE PRINCE OF WALES ON TOUR.

H.R.H. unveils the statue of King Edward VII at Liverpool. The Prince standing in his Rolls-Royce car acknowledging the cheers of the people at Liverpool.



Arrol-Johnston

THE Mechanical Efficiency Guarantee for 1921 issued with the Arrol-Johnston Type B Car could only be issued PROFITABLY for the manufacturers in connection with a car of a high detail quality. To undertake minor and major repairs on a poor chassis, free, would scarcely pay.

The price of this 15.9 h.p. Car of guaranteed excellence is now but £650, complete. This is the price of many a light car to-day, and in the 15.9 h.p. class the Arrol-Johnston stands alone at the figure.

The equipment supplied comprises C.A.V. Electric Starting and Lighting Set, 815×105mm. Dunlop Magnums, Michelin Detachable Disc Wheels, Spare and Tyre, Electric Horn, etc.

Arrol-Johnston, Ltd.
Dumfries.

THE BEST CAR

ROLLS-ROYCE

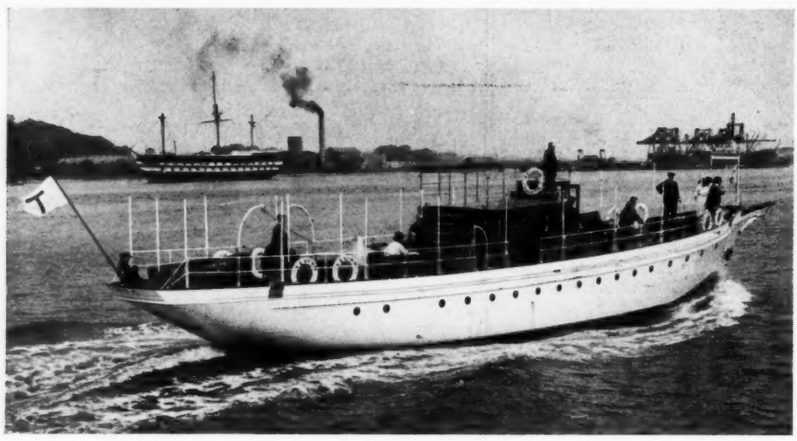
IN THE WORLD

WE wish customers, who in the future order Rolls-Royce Chassis, to enjoy the benefits arising from the reduction in wages and cost of material. For them, the price of the Chassis will be £1,850

CHASSIS £1850 PRICE

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THE "SYRENE" AT FULL SPEED.

motor may be easily dismantled and taken to wherever one decides to spend a holiday away from home. The river launch is practically limited to the river and fixed where it is normally stored, but at holiday times the dinghy may be robbed of its power unit and left, say, on the Thames while the motor is used to propel a temporarily hired boat on the Fal or the Conway

The Appeal of the Motor Yacht.

THE motor yacht is not a vehicle that is in extensive use on our coasts, although in other parts of the world its advantages over the steam yacht are being freely recognised and motor yachts are to be seen in increasing numbers. The possibilities and the sphere of a well built boat of this type are almost unlimited, for the motor yacht of to-day built by a high class builder is capable of going practically anywhere that the steam boat will go, and it has advantages all its own that give it a much wider appeal than the steam yacht can ever hope to satisfy.

An excellent example of the type of boat we have in mind is the motor yacht *Syrene*, recently completed by Messrs. Thornycroft for a Greek owner. This boat, 90ft. in length with two six-cylinder engines, each giving 75 h.p. and each driving its propeller through reduction gearing, with an epicyclic reverse gear, is intended as a thorough sea-going boat and is being taken by her owner to Greece, whence it is understood a cruise to Norway is contemplated. For the sailing enthusiast, the boat has the added attraction that she is provided with a complete suit of sails. Although, of course, built for mechanical propulsion, as she is, her performance under sail cannot be expected to compare with that of a similar sized boat built primarily for sailing with, perhaps, a motor installed as an auxiliary.

It is frequently heard as an objection to a boat of this type that the accommodation offered is so cramped that, although the passengers may be able to sleep on board, they can never secure quite the degree of comfort that is necessary to make a cruise a continued pleasure affair. That this criticism need not necessarily apply to every motor yacht is amply proved by the *Syrene*—her accommodation comprises a deck saloon above the engine-room; a saloon below, from which, leading aft, is the owner's cabin containing two berths. Forward of the engine-room are two guest cabins, each containing two berths; forward again are the crew's quarters, providing sleeping accommodation for two. In every case there is ample head and elbow room, and on a trial trip of the yacht a dozen of us found ourselves comfortably seated round the table in the dining saloon. Even in such details as the galley and the various lavatories there is as much room as is required, and rather more than might be expected; while, as indeed is necessary, the engine-room offers plenty of space for the two mechanics (who constitute the whole of the necessary crew) to get all round the engines and do whatever work might be necessary.

On her speed trials the *Syrene* attained a maximum speed of 13.8 knots. Her normal cruising speed is about 9 knots with both engines running at about 600 r.p.m. With one engine alone running at this speed, the speed of the boat is about 6 knots; and it is perhaps other than one would expect that only when one engine is running is vibration at all noticeable. With both engines working at normal speed, there is practically no sound from them when one is on deck, and there is very little evidence of their presence. The fuel consumption averages 8 gallons per hour at normal speeds, and the storage tanks, of which there are several, entirely separate from each other, give the boat a cruising range that makes possible a coastal voyage of practically any length.

THE WARREN-LAMBERT LIGHT CAR

THERE is always a special interest attached to a car that sells at a particularly low price as compared with the majority of its class on the market. One is anxious to know whether the low priced car can give satisfactory service, and if this is the case, why it can be made at a low figure, whereas other cars that can do little more on the road need a much bigger inroad into the bank balance. Recently I have been testing what is, I believe, the lowest priced British made car having a four-cylinder water-cooled engine and a positive transmission system; that is to say, a transmission system embodying the usual type clutch, gear-box and back axle. It is the Warren-Lambert which, although never yet made in large quantities, has secured for itself a useful reputation on account of its hill climbing capacity.

The designer of the Warren-Lambert (after whom the car is named) has adopted a policy that, although I can never understand why, is unique to him. He fits his car with a very low first speed ratio, this being 17.4 to 1. The result is that, with its four-cylinder engine having a bore and stroke of 66.7mm. by 95.2mm. and an R.A.C. rating of 11 h.p., the car can tackle practically any gradient in the country and master it successfully with a full complement of passengers. The Warren-Lambert was the first light car to master the famous Nailsworth Ladder in Gloucestershire, a hill that has been the Waterloo of many cars and drivers who prided themselves on their mountaineering ability.

It might be thought that as a result of this particularly low bottom ratio, the performance of the car would suffer in other respects, if only that the gear change would be difficult. Actually, I found no shortcoming arising from its very useful low first speed, and my experience confirmed my previous impression that there is everything to be said for this low emergency ratio and very little against it. The second gear is 7.8 to 1, and it is used normally for starting away from rest. The third and top speed is 4.3, which gives the car a very useful turn of speed on the road and is sufficiently low to enable most ordinary main road hills to be negotiated on top. The reverse gear is 23 to 1, and this I am inclined to criticise, for I would much prefer a reverse gear of round about 13 or 14, as it is seldom likely that one would require with the Warren-Lambert to use the reverse gear in getting up any hill. The gate through which the gear change is effected is unusual, for it is a sort of compromise between the gate proper and the old quadrant change. Once it has been mastered, it can be used quite easily;



THE RIVER MOTORIST MAKES USE OF A WARREN-LAMBERT.

"Dunlop Magnum for Long Mileage"

Users of the 25 H.P. Vauxhall will be interested in this Tyre mileage experience of a private user of this model. It is by no means an individual case...



Montrose,
Stanmore, Mddx.
January 29th.1921.

Gentlemen,

The following record of one of your tyres may interest you.

My car is a 25 h.p. Vauxhall, 1919 model with a limousine body, weighing altogether forty-one hundred-weight. I took delivery of it in October 1919; it was then fitted with four Dunlop tyres 895 x 135. While they were all satisfactory, the near front one was taken off a few days ago after having completed twelve-thousand seven-hundred miles without even a puncture.

It is unnecessary for me to say after this how much I am in favour of your tyres.

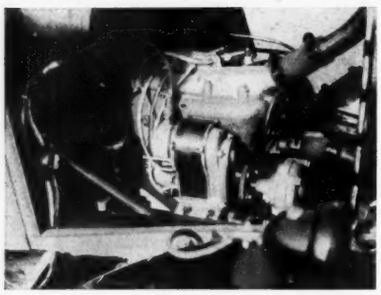
yours faithfully,
(signed) J.B.Brunel Cohen
Major.

from Major Brunel Cohen.M.P.

DUNLOP
TYRES OF THE MAGNUM TYPE
are obtainable from all motor dealers

but, as I have said before, I do not care for these departures from standard practice from which no great advantage accrues.

The lay-out of the transmission system of the Warren-Lambert is rather different from the usual, in that, while it is common



THE WARREN-LAMBERT ENGINE AND LUCAS "MAGDYNO."

enough to find gear-box and torque tube and rear axle forming a single unit on small cars, it is unusual for the gear-box to be mounted on the *front* end of the torque tube as it is on this chassis. Immediately in front of the gear-box is a coupling that allows one rear wheel to rise independently of the other, and the advantages claimed for the system are the elimination of universal joints, only one being required (which, of course, is also the case when the gear-box is mounted on the back axle on the rear end of the torque tube), that fewer bearings are necessary, and that there is less risk of misalignment from chassis distortion.

Both springing and steering are also somewhat unusual, the former being by semi-elliptics in the front and quarter elliptics in the rear, while the latter is through epicyclic gearing. The suspension of the car I found quite normal for an ultra light car such as the Warren-Lambert. The steering I thought was, if anything, a little too light, for the car was rather subject to follow the camber on some of our modern roads. Epicyclic steering certainly has advantages in the way of reduction of wear and in overcoming the back lash nuisance, but I must say, on the whole, that I prefer the more conventional — and possibly more expensive—worm and segment or worm and nut.

There is an interesting point connected with this car in that the current for the ignition and also for the lighting is generated by a Lucas Magdyno set. As its name suggests, this apparatus is a combination of a magneto and dynamo, and judging by this experience of it on the Warren-Lambert, it is a very satisfactory equipment for light cars. It is much cheaper than a separate magneto and dynamo, and the dynamo is positively driven, so that there can never be any trouble through belt drive, which, of course, can always be relied upon to give trouble when present. The lamps mounted on each wing are provided with double filaments, one to give a bright driving light, the other, a smaller light, for use when the car is standing.

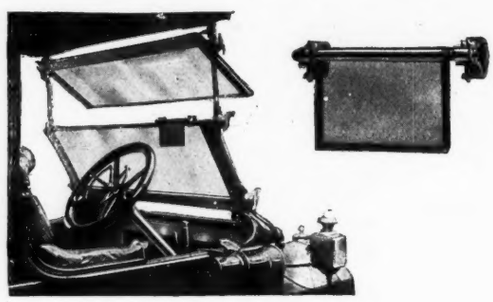
On the road I found the Warren-Lambert a very good specimen of a small car in which luxury and elaboration of detail have been avoided on the score of cost. The upholstery is very good, and if the screen were brought closer to the steering wheel, the driver's position would be very pleasing. As it is, the position itself gives no cause for complaint, but except during such hot weather as we have been experiencing, the distance of the windscreen suggests that when the weather is bad the protection will not be of the best.

Considering that the car will tackle successfully absolutely any hill, that it is good for close on 45 m.p.h. on top gear, and that with complete equipment, such as detachable wheels, etc., it costs but £350, the car has many attractive features that will appeal to users of all types of cars. Its fuel consumption of between 40 and 45 m.p.g. gives it a special attractiveness for use as a tender to the big car. W. H. J.

The Dazzle Danger.

ALTHOUGH the dazzle danger has receded from the position of prominence that it occupied a few months ago, it still remains with us, and the "Glare Guard" is one of the best suggestions that we have seen for overcoming this nuisance. The Glare Guard is one of those simple things that makes one wonder why it is not in universal use, for there can be no question of its efficiency and it is difficult to see how any reasonable objection can be raised to it.

It consists of a simple section of blue tinted glass, 5ins. by 3ins., fitted in a metal



THE KENT GLARE GUARD.

The Stanley STEAM CAR

Fiction versus Fact

Something complicated with a lot of machinery inside, a boiler, a furnace, a few dozen mysterious taps and valves and wheels and what not.

Probably a good proposition if one happens to be a loco-driver by profession, or can keep a staff of mechanics about the place.

A luxurious means of travel so far in advance of any petrol car, conceived or conceivable, that no comparison is possible.

Infinitely simpler to handle *and* to maintain than a petrol car. The only controls are the steering-wheel, the throttle lever, the brakes, and a pedal for reversing; there is no gear-box, no carburetter, no magneto or plugs.

Its motion is the nearest possible approach to flying. It is flexible, responsive and economical in running costs to a degree undreamt of by the user of a petrol car.

We shall be pleased to give you a demonstration run, by appointment. Meanwhile, send for the Stanley Catalogue C.L. 200.

Chassis Price, £1,100.

167, Shaftesbury Avenue
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"IN A CLASS BY ITSELF"

12 h.p. ROVER

It is evident that the writer of the following letter finds motoring to be a delightful experience. Own a car similar to his and you would be able to write a similar letter.

"I want to tell you how very pleased I am with my new car (12 h.p. Model). As you know, I've had many 'Rovers,' but this is in a class by itself, and I am delighted with it.

The finish, both of the body and the chassis, is exceptional, and the body, in particular, gives one the impression of a high-class specialising coachbuilders' job.

The car causes a small sensation wherever it goes."

MODELS AND PRICES:

8 H.P. 2-SEATER	250 Gns.
12 H.P. 2-SEATER	£735
12 H.P. 4-SEATER	£775
12 H.P. COUPÉ	£875

For Complete Specification write:

THE ROVER COMPANY, LIMITED, COVENTRY

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Look for this Sign:



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MOTOR SPIRIT

So much depends on using a really high-grade fuel. Put her on B.P. — she'll lose that 'pinking,' will be livelier, and you'll get easier starting and greater mileage.

British Petroleum Co., Ltd.
22, FENCHURCH ST, LONDON E.C., 3

You know that stable boy—

on occasion he's a bit of a responsibility but—you would'nt be without him.

Still if you could get a lad in such position with a man's head on his shoulders—you'd say he was a treasure–would'nt you?

Well among your stud of cars, that "little mount with a big heart"—the

O.K.-Junior
Motor Cycle

might be classed as very much akin to the stable-boy in the midst of older and more sedate servants—but with this exception—

With the O.K.-JUNIOR there's no responsibility–it's always got the steadiness of its elders—it will take its driver anywhere the big machines will go, and to many places where the car could never take you and—it will always bring you back.

To-day

38 Guineas

will buy it—its worth an enquiry!

Humphries & Dawes, Ltd., Hall Green, Birmingham

An Appreciation of the

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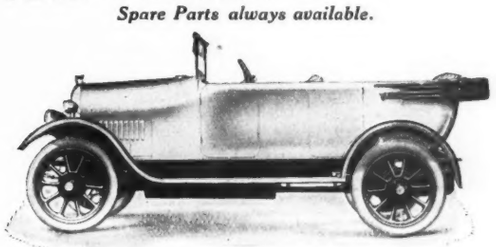
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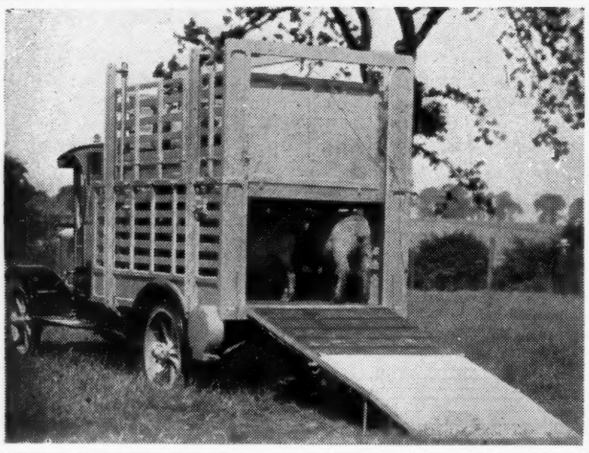


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frame which has screwed clamps for holding it in position on the windscreen of a car. The Glare Guard is clamped to the windscreen in such a position that it comes a little to the right of the driver's direct line of vision, and, meeting a car at night with glaring head lamps, the driver sees the oncoming head lamps through his blue glass, which, of course, effectively dims the glare. The device should be well worth its price of one guinea, and Messrs. Brown Brothers, Limited, of Great Eastern Street, E.C.2, should do good business with them. The Glare Guard also has a distinct sphere of utility apart from its elimination of glare from oncoming head lamps. Long distance motorists commonly suffer in a summertime like the present from the glare of the sun and the shining road. This Glare Guard should be just as useful for giving a rest from the eye strain due to brilliant sunshine and the white roadway as in providing an antidote to powerful head lamps at night.

ITEM.

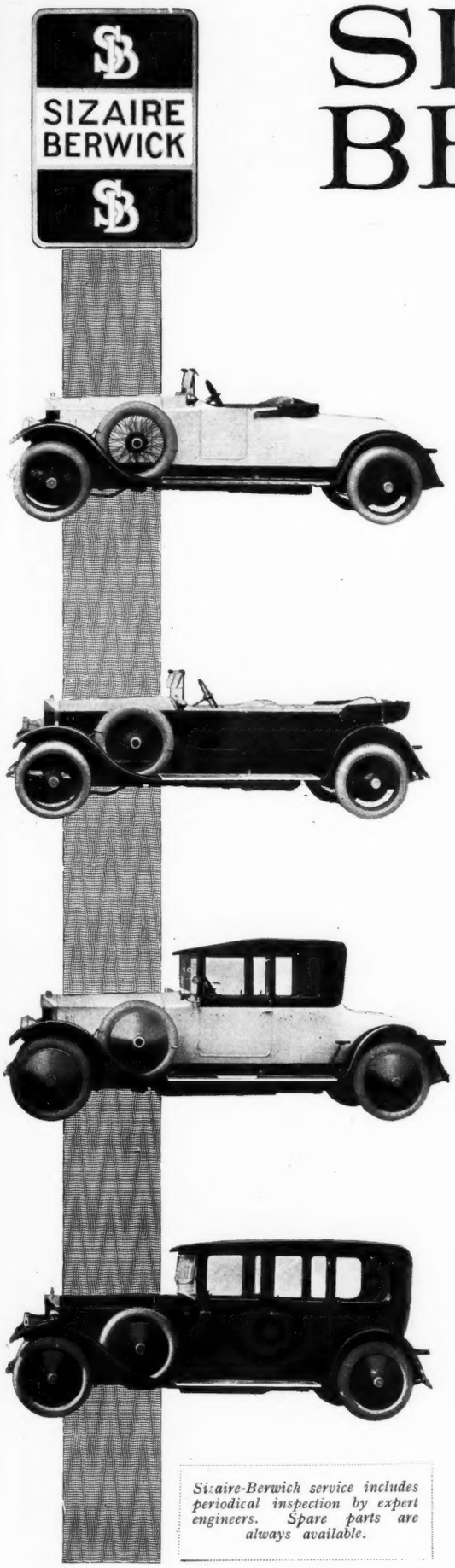
Last week it was unofficially announced that the Departmental Committee which has been considering the problems in the existing lighting regulations was about to submit its report to the Minister of Transport. The question of powerful head lamps and their effect on users of the road, the desired requirements of such lamps and such regulations for their use will be the main subjects dealt with, and recommendations made to the Minister. Whatever these may be, motorists can rest assured that their present lamps will not be illegal this year, for some considerable period will be given to enable their owners to alter same if necessary. The lamp manufacturers are still awaiting the Committee's views of the type and design of lamp best suited for our present road conditions. The Committee have yet to test the lamps to be made to the specification of their requirements. When the Committee are certain that practice endorses the theoretical side of their recommendations motorists generally may expect the new Lighting Regulations.

HOLIDAY LAWN TENNIS

IN July the young lawn tennis player's fancy lightly turns to thoughts of holidays and holiday tournaments. Into these thoughts, especially in such a grilling summer as this, the word "seaside" naturally obtrudes itself with some vehemence. Besides the lawn tennis there is the bathe, there is even the possible round of golf in either the morning or the afternoon if the tournament is being run by a not too Draconian referee. From now onwards till the end of the season the inland tournaments are in an insignificant minority. They exist, and some of them attract very large entries, notably the gigantic gathering of Yorkshire and other North Country players at Ilkley, a tournament which I have often longed to visit for the express purpose of seeing Mr. Clement Pflaum achieve the impossible by "getting it through; but for the most part the rest of the year's meetings are, as some inane song used to put it, "beside the seaside." All up the East Coast, all along the South Coast, there is hardly a town which does not provide a tournament for its visitors either to play in or to look on at and does not reap a very considerable harvest from both classes of lawn tennis enthusiasts. There are more players than ever; it is, indeed, almost terrifying to contemplate the possibilities of some of the big back-end tournaments in this respect; there are also more spectators than ever, for the "Wimbledon habit" has spread with great violence. Most of these come to watch the play, and watch it intelligently with a view to improving their own game thereby. Some go only to watch the players, regardless of the game itself, because their friends go and because tennis as a topic of conversation has, for the present, at any rate, given the go-by to the Royal Academy, appendicitis, the adventures of "Mr. Edwards," and even the servant problem. One of this latter class, by the way, came to me recently with the enquiry as to whether any "titled people" were or would be playing, and if so, on which courts! And this without any outward and visible sign of being a photographer for a "society" weekly, though I cannot but believe that this must have been his nefarious occupation.

I wonder, *en passant*, whether the democratisation of the game is the cause or the effect of tournament programmes nowadays being so often studded with names which require a handle to them. It may be neither; but the paradox is worth consideration, though I have neither time nor space to consider it, nor the cognate subject of "The Decay of Tournament Manners."

Let me get back to holiday tournaments combined with holiday tours. These latter are, perhaps, more within the reach of the care-free bachelor than the man who, in these days of high fares and low facilities for travel, is obliged to make himself personally responsible for the safe-conduct of some thirty articles of luggage containing the bare necessities of life for his wife and children. There is a very pleasant one just beginning, for example, in the Isle of Wight—four jolly little tournaments all following one another in successive weeks—Ryde, Shanklin, Sandown and Ventnor. A sensible arrangements of dates this, which other tournament committees might well follow. Another nice little month's trip, beginning in mid-August, might be Falmouth,



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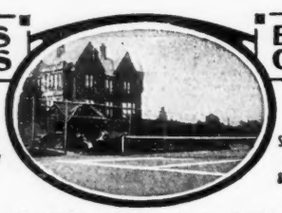
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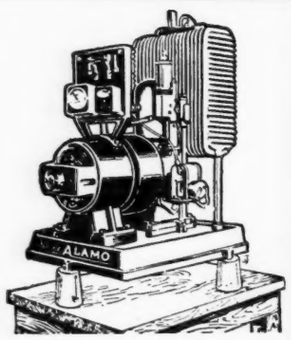
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Exmouth, Budleigh Salterton and Sidmouth, all, I believe, very jolly meetings. Then, for the late holiday-maker, in September, either Brighton and Eastbourne, or Folkestone and Hythe, provide a pair of meetings not too far apart, either of which would give the aspiring player an opportunity of plenty of play for himself, and plenty of good players to watch when, for him, the subsequent proceedings possessed no further interest. But, for the most part, the arrangement of tournament dates is rather chaotic, and, apparently, expressly designed to give the intending competitor the maximum of inconvenience and expense. I am sure all tournaments would benefit largely in every way if those in the same part of the country would sink their rivalries and arrange to have consecutive dates, instead of either clashing or being, say, a week apart, with no other meeting within a hundred miles to fill the gap. The competition between tournaments, of course, is great, but there is no reason why it should be also stupid.

F. R. BURROW.

A NEW GOLF BOOK

Present Day Golf, by George Duncan and Bernard Darwin. (Hodder and Stoughton, 15s. net.)

THE title gives the impression that the two have played, in partnership as it might be, a literary foursome. It is not so, the analogy is rather to a four-ball match, each writing "on his own." For so it is that Duncan is the writer of the first third and Darwin of the latter two-thirds of the good volume. The advertisement of the book tells us that it is "profusely illustrated," and that is true, but it is a profusion which is restricted to the Duncan portion. The words of Darwin are left in their own textual grace, without the embellishment of pictures. One might think, as one watches that wonderful Duncan at play, with his lightning methods, that he gave himself not a moment to think about the strokes that he slashes at so gloriously. But it is quite certain that this natural first impression of his spectator is quite wrong. No one reading this book, to which he contributes, perhaps, the most important third, can doubt that he reads the word of a man who has studied the muscular adjustments with great closeness and intelligence. His first two chapters are on "The Methods of Champions," and, as a matter of fact, he is all the while discussing the subtle ways by which the great men achieve their greatness. It is so in most of his other chapters, though they are variously entitled. It is all written with the purpose of teaching the struggler who is yet far from being a champion; and there is no man, howsoever many championships he may have won, who may not learn from it many a useful and new suggestion. It is these methods that the illustrations show us. And I hope I do Duncan as a teacher no wrong when I write that I believe the more advanced golfer is likely to get more benefit than the tyro from these pages. They are very interesting to one and all, and they make some revelation of things that have been hidden from the simple; but, perhaps, they are in themselves hardly simple enough to be a guide for the beginner's first steps. I do not know that they were so designed; but to read this analysis made by a great master is a treat. It is true that he does give us a chapter on "How I Teach," wherein at the very start he makes the confession that "A good deal of what I have said in this book comes very decidedly under the head of advanced instruction. In this chapter I am going to be more elementary." So for ten pages he really does give us the elements. Criticism of those elements would carry us too far. I like his method of beginning with a wooden club. That is sound, and it is better, in my humble judgment, than the method inculcated in the far away days of my own youth of starting the beginner with a cleek—the most difficult club to master in the bag. Duncan recognises its difficulty and has a whole chapter on the play of the spoon, which, as he truly says, is far easier to an indifferent player than any iron club. Even the great men are taking to its use again, and the best of iron players no longer scorn it as the weapon of the inefficient. Duncan teaches all his pupils the overlapping grip, for which they have my profound pity. I believe in the overlapping grip for the shorter shots, but unless a man has strong power in his hands he is sacrificing too much in gripping in this manner. I cannot believe that it is adapted for the more delicate feminine hands in particular, but Duncan would have even his lady pupils grip thus and not otherwise. And after the didactic chapter comes one which he bravely calls "How I Cure Faults." Surely that is the spirit we all must wish for in our physicians, not "How I try to cure" or any doubtful and tentative phrase of that kind, but "How I do cure." It is full of the right suggestion. We may feel already more than half made whole again as soon as ever we come under the hands of a mind-healer of this conviction. And then, most interesting of all, he tells us about "My Own Game."

Mr. Darwin's part is in his own delightful discursive manner. Surely no one is so adept as he at bringing into his golf writing "the wind on the links, brother," the fresh air and the sunlight. He, too, has his chapters on "Great Golfers," discoursing especially of those University amateurs with whom his own good fortunes have been much cast. He devotes a chapter to "The Four-ball Match and the Foursome," comparing them much to the advantage of the latter friendly mode. His "Golfing Doctrines Ancient and Modern," as well as his comments on "Practice, its Pains and Pleasures," may be read in parallel lines with what Duncan says on the like topics. I do not mean that their two views never meet. Sometimes they meet in amiable fashion, occasionally they clash. So much the better reading do they make for us. He discusses "The Golfer and his Temperament" with an esoteric knowledge; for, surely, no golfer ever was more truly temperamental. The essay I like the best of all is that on "Some Historic Finishes." The greatest of these have a heroic end, but he recounts one that is ever dear to me which is pure comedy—even farce—when he and I, tieing in an amateur championship bout at Hoylake, went out to play a nineteenth hole, and put, I two and he three, balls into that out-of-bounds field which fringes the course. The field looked as if it bore a splendid mushroom crop when we had done with it; and then we went in to luncheon because he had no more balls left to put into it. Also he faithfully records Mr. Angus Hambro's comment on the incident: "And you two set up to teach people how to play golf!"

HORACE G. HUTCHINSON.



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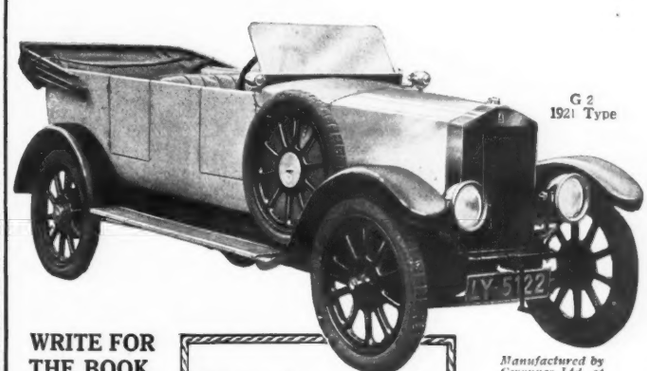
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BOLD CHECKS AND BRIGHT COLOURS. THE TREND OF TEAGOWNS.

ONE of the penalties it is necessary to pay for being not only well dressed, but suitably and correctly attired on all occasions, is the need of looking ahead; and this attitude is even more important when money is restricted and the maximum of effect has to be achieved together with the minimum of expenditure. All of this is *à propos* of the obligation just now resting upon those who have visits to the North in view to go into the question of sturdy, knockabout tweed suits, sports wraps, hats and footgear, these, together with furs, which it is equally imperative to include at their summer prices, absorbing fully as much attention as gossamer muslins—and this with the thermometer registering 90° in the shade! However, La Mode is an exigeant mistress who accepts no excuse for backsliding from her worshippers, and the memorable Twelfth will be on us before we know. It is a *volte-face* indeed, from the filmiest of chiffons and shady, featherweight hats, to stout coats and skirts of frieze and tweed tailor-mades, shirts and millinery, thick-soled shoes and gaitered boots and fancifully patterned wool hosiery.

The latter, by the way, promises to play a more conspicuous rôle than ever in connection with sports suits; that is, if they can contrive to keep in touch with the extensive range of patterns and colours in materials. The colourings, in many examples, are extraordinarily vivid, although in actual effect not nearly so loud as they sound, the manner of blending these in the weaving being so particularly deft and artistic. For example, a mauve ground, overchecked in green and yellow, reads as though it would verily knock you down; whereas it does nothing of the kind, thanks to the adroit blending, and fashioned an especially attractive sports suit, equally appropriate to the gun or golf, as the belted coat was planned with an expanding back, or two inverted pleats either side, the short skirt being similarly arranged.

We have been gradually but surely working up to these *voyant* checks and colours; consequently, the majority of eyes are not disposed to be startled, as they would have been a few years back. And failing a liking for these, it is far better to fall straight back on such long tested favourites as Lovat and Harris tweeds, and that jolly Crottle coloured frieze. A feature in connection with the former are half-length circular capes, an addition, one imagines, that will need to wait for the colder months to be duly appreciated. Meanwhile, however, there is the alternative of a short slung-on cape that can be attached and removed at will, a novelty that is embodied in the pictured example of a suit for the Moors. The scheme of colour suggested for this is yellow, overchecked in shades of grey and a faint line of black, a self shade of the same yellow being used for the cape and the long, rolled-back lapels to the originally fashioned fronts to a coat which is quite of an appreciable shapeliness. To provide the requisite spring, a wide box pleat is arranged back and front, and unquestionably the one requisite finishing touch would be provided by a stitched black rainproof velvet hat.

Quite on the approved poachers' lines are coats of brown velvet or velveteen, accompanying very short skirts of a plain or checked tweed As a rule, these coats are modelled on cut-away lines and the edges bound with braid, the whole representing the rather more dressy type of costume adopted by the less ardent sportswomen who usually arrive with the lunch; other expressions of which are found in grey and brown covert coating, bright coloured velours, and tweeds with checked collar and cuffs. At one establishment very busy over this class of tailoring I was shown an oatmeal-coloured hand-woven frieze, arranged with a slim, short skirt and straight coat that was lightly held to the figure by a wide girdle of the same material, bound at either edge with silk braid in tone; this, after winding its way twice round the waist, concluded in loosely knotted ends at one side. And when the coat was removed it was intended that this girdle should be transferred to the skirt, arranged in similar *dégagé* manner.

Like everything else in the world of dress, the sports dress strikes one as being more prolifically varied than it has ever been, alike in material and expressions, a remark that applies in a scarcely lesser degree to headgear. The choice in felts leaves positively no desire unfulfilled, from the simple little pull-on styles, such as the Remount girls wore in the war, to large sombreros; while in stitched cloth, stitched rainproof velvet and the irrepressible "Tammys" the sports hatters are prepared to meet any and every requirement.

Scarcely second in importance to sports suits are teagowns, into the luxurious comfort of which it is so restful to slip on the return home after tramping over the moor and fell. With these the mediæval is being brought a good deal into play, a period characterised by long, clinging lines, hanging sleeves, low placed girdles and richly coloured brocades. Simply marvellous results are achieved by what can best be described as a sort of priest's vestment. These are frequently modelled, when the width of the material permits, in one piece, and slipped over the head, the front and back being variously treated according to the taste and figure of the wearer. On a slim form this type of gown can be worn with a perfectly straight front that is planned to pass under the back portion, somewhere about the region of the waist, and fastened invisibly, the back being brought forward to the front and secured there at a long, elegant line: a beautiful Venetian red and gold brocade that, while actually supple in texture, had all the richness of appearance requisite for this style of gown. Bead girdles, again, are immensely in evidence. L. M. M.



FOR THE SPORTSWOMAN.

A suit in yellow tweed, over-checked with grey and lines of black, showing the new slung-on cape carried out in plain yellow frieze, a material likewise employed for the smart roll collar.

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Write for a copy of "The Versatile Clay Bird," free on application from the Publicity Department, Nobel House, Buckingham Gate, London, S.W. 1.

A Sad Story with a Happy Ending.

Early in the year I visited one of the ancestral castles north of the Tweed. The new laird was quite unable to keep all that he had inherited, so I valued, for the purposes of sale by auction, silver and jewels to upwards of £20,000. But, unfortunately, a valuation for estate duty had previously been made by another firm which came to thousands of pounds more than my figures for a sale by auction. The head of the firm who made the valuation glories in a title and is a leading light in corporation and municipal affairs, but I am inclined to think if more attention had been given to the probate valuation of this estate the vendor would have been saved a few thousand pounds. Reader, acting up to my principles, I refused to sail under false colours by stating a figure which I knew could never be realised at auction, preferring to lose the job. Well, the laird had the opinion of one of the greatest so-called experts in London, and he agreed with the mighty firm who made the valuation that I did not understand my business, and that I was boycotted by the London dealers. The laird's own relations were able to refute the calumny and state how I had sold by auction for £5,000 one emerald alone out of a pendant which had been shown to leading jewellers (including the jeweller to the King), and the highest offer had been £3,000, and that was only typical of many of my transactions. There was a tug-of-war, but the laird listened to my rivals, with the result that when the goods came under the hammer elsewhere the probate values were not reached. The auctioneers were not to blame; the probate values had been put too high by the firm which had, by the way, sold several of the lots to the deceased. It is a wee bit difficult to sell a pendant for £1,000 and then to value it at £400 only. For instance, say a pearl necklace was bought to-day at one of the palatial shops near by Calder House for £1,000, the saleable value a week later would be £500 and the value for probate £400. Before the end of the season the laird's unsold lots may be sold by the erstwhile "woeful" Willie, who will once again assume his normal *rôle* of William the Conqueror. To sum up. Firms who value for probate (1) do not like to put prices too low when they have made huge profits; (2) or they think far more of their fees or bill of costs.

Next fortnight I shall be motoring with my art expert through Devon and Cornwall calling at many important places *en route*. For a fee of 21s. we will tell you the values of your treasures and the prices they would obtain approximately at my auction sales. My auction-room is not a buying-in show and I refuse to accept goods at absurdly high reserve prices, such, for instance, as happened last week on my tour. A lady told me a famous firm offered to take a piece of Chippendale at a reserve of £12; she wanted £50. I guaranteed £20 in my sale and took it away. Before my car could have left the town she must have posted a letter to me saying the reserve price must be increased to £50. It is useless to put goods up to sell with a reserve price out of all proportion to the value and prices obtainable. It is because it is recognised that the goods I put up to auction are there for *bonâ fide* selling that I obtain such wonderful prices. The day before the above episode we came across a little bit of china. The owner was delighted when my art expert told him it would reach £100. We could have had it for £10!

Insurance, probate, division insurances at moderate fees. If thousands are involved ask for an agreed fee.

W. E. HURCOMB, Calder House (corner of Dover Street), Piccadilly, W. 1.
Phone: Regent 475.

TAPESTRIES AND CHIPPENDALE

THE AGE OF OAK.

RECENT years have greatly increased our knowledge and appreciation of English tapestry of the Soho School, and in no small measure is this due to the generosity of owners in permitting publication of choice examples. A fine specimen from the looms of Thomas Poyntz, a master-weaver of London, belongs to Messrs. M. Harris and Sons of New Oxford Street, W. It represents the field labours of two months (September and October ?), which are separated by an ivy-wreathed column. The left portion shows ploughing and harrowing in the middle distance, while in the foreground the sower of winter wheat, assisted by a "Little Boy Blue," refills his apron from a sack of grain. To the right a man treads the wine-press; the red juice spouts into a tub by which a child is eating grapes. In the distance men carry on later operations in wine-making. The border consists of conventional leaves alternating with natural flowers on a golden ground, and below it "THO. POYNTZ" with the Cross of St. George is woven. Associated with his relation, Francis Poyntz, in the attempt to increase the prosperity of tapestry weaving in 1667, Thomas provided gold-worked tapestries representing "The Months" for the Queen's Bedchamber, Windsor Castle, in 1686. Of exquisite colouring and in good preservation, the hanging measures 9ft. high by 10ft. wide.

Messrs. Harris and Sons possess much Chippendale and other furniture of the first importance; for instance, a magnificent mahogany bookcase, practically the same as that on Plate 75 of Chippendale's Designs. The lower part of charming colour and design consists of a range of cupboards. Graceful columns stand between the glazed doors, of which the outer two have elongated octagonal panes, while those of the inner ones are ogee-shaped. The frieze and cornice of exquisite carving are surmounted by an elaborately pierced gallery with crocketed spires, the central portion rising into a crown-like form ending in a spire. The Bishop's throne in St. Paul's, Covent Garden, is attributed to Chippendale, who was churchwarden there, and it has elements in common with a remarkable mahogany armchair, *circa* 1760, the property of Messrs. Harris. It was made for the Master Mason of a rich Lodge. The back, pierced and carved with scrolls and ornament, has Corinthian pilaster supports and side rails richly carved with foliage and scrolls, surmounted by a splendid sun rayed and gilt with a plain disc centre upon which a gilt right-angle is superimposed. To left and right are masonic symbols, while the arched top is richly carved. The seat-rail, the shaped arms and supports, with the square legs, are decorated with exquisite carving. The chair measures 5ft. 4ins. high by 2ft. 9ins. wide—a splendid present for a mother Lodge.

The fine art auction sales are practically over. Messrs. Puttick and Simpson's last sale of the season, on August 5th, will be devoted to engravings.

To the period of the Tudor and Stuart kings belong many pieces of fine furniture, the property of Messrs. Gregory of Old Cavendish Street, W. Of "The Age of Oak" is the splendid court cupboard of glorious colour. The lower part contains two doors with three panels set in moulded framework decorated with bullet-shaped excisions, while the doors have cross bands and above is a frieze of foliated strapwork. In the upper part are three doors and pilasters with leaf ornament. Bold incised patterns decorate the doors and the panels between; turned posts or columns support the frieze, which in the centre contains the inscription, "G C 1632 G W." To right and left are four arches above highly conventional trees, while the spandrils are filled with trefoil spearheads. In keeping with this is a fine seventeenth century chest of drawers. It contains one long drawer and two smaller above, the fronts panelled and filled with boldly designed ornament. The decoration of the upper part consists of pilasters from which spring arches terminating in foliated drops, while a rich frieze is placed along the top. Here, too, is an old hall-table with remarkably large bulbous legs. Rich conventional foliage ornaments the top of the bulbs; the middle portion is plain, but broken by a band of projections; the lower part is boldly carved with ribs or gadroons. Messrs. Gregory are specialists in printed reproductions of old world patterns based mostly on embroideries, which make delightful furnishings. The colours are remarkably rich and soft, forming the best substitutes for old decorative embroideries that one could imagine.

D. VAN DE GOOTE.



A FINE COURT CUPBOARD, DATED 1632.

PARTIALITY OF RACEHORSES FOR CERTAIN COURSES

A FEW NOTES ON GOODWOOD.

WHEN Abbot's Trace won the Liverpool Cup last week one's thoughts turned to that day at Epsom not much more than a year ago when Spion Kop was winning the Derby. Suddenly a horse was seen to fall in the track of all the others and his jockey rolled over like a shot rabbit and in dreadful peril, as it seemed, of being struck on the head from the flying feet of those in the rear. It made one's blood run cold until the jockey, who was no other than Donoghue, was seen to scramble to his feet and, in a dazed sort of way, get clear. The horse on the ground was Abbot's Trace. Later in the year I saw him beat the Derby winner by a short head for a race at Derby. They were the only two runners, and considerable odds were betted on Spion Kop, but Donoghue, riding one of his brainiest races, came and "tapped," the Derby winner on the post to the consternation of those who had ventured to lay odds on what they thought a certainty.

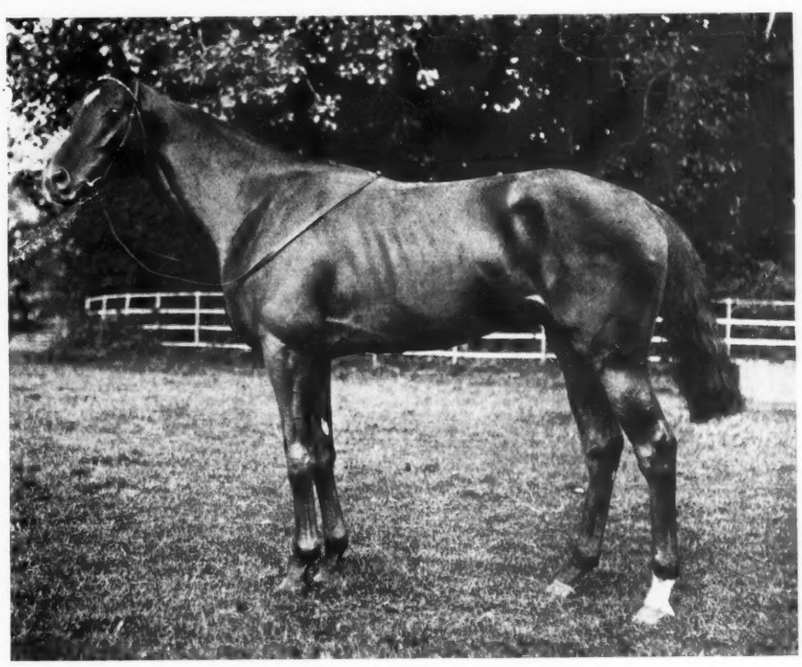
This was the horse that won the Liverpool Cup last week by no less than eight lengths. I wrote a week ago that his trainer, Sam Pickering, fancied him a lot, believing the horse had never been so big and well as at the present time. You may recall that at Ascot he was beaten for the Churchill Stakes of two miles by Braishfield, though his trainer fancied him quite a lot on that occasion. He probably owed his defeat to being an inferior stayer to Braishfield, and his trainer was tempted to advise Lord Dewar to run the horse on the concluding day of the meeting for the Alexandra Stakes, which, you will remember, Spearwort won, after that horse had already won the Ascot Stakes. However, he came to a decision to keep the horse for this Liverpool Cup, for he argued that course and distance would suit him.

I do not recall at the moment a handicap being won so easily, and I can only conclude that Abbot's Trace is altogether an exceptional horse at Liverpool. It was there that he won a race in the first week of the season last year. I remember so well seeing him out with an incredibly long lead, and on looking up the records I find that he won the Union Jack Stakes by six lengths, beating six others, including March Along, which last week won two races at Liverpool for Lord Derby. It is a reminder, too, how some horses run many pounds better on certain courses than they do on others. It was this trainer, Pickering, who several times most successfully exploited a horse named China Cock a few years ago to win Liverpool Cups no matter what the time of year was. African Star, who won the Spring Cup at Liverpool a year ago, was another horse that liked the turns of this course. A horse must have speed and handiness to win there, and you could not have had a more ideal one in this respect than this latest winner of a Liverpool Cup. Beauregard beat all the others, but that he was beaten himself came as a great disappointment to his owner, Mr. Fred Hardy of Manchester, and trainer, Captain Hogg.

Incidentally, also, it was one to the writer, though not in a financial sense. I am merely sensitive of my *amour propre* when I say that Beauregard's defeat disappointed me, for I had given him a great chance on his Royal Hunt Cup form, and the fine show he made for at least a mile and a quarter in the very fast run race for the Grand Prix de Paris. Both Redhead and Paragon were routed, and altogether the very easy success of Abbot's Trace is one of the notable features of the season.

Since writing last several high class two year olds have forced themselves on our notice, and, of course, there will be much to write about next week as to the two year old racing at Goodwood this week. The young entry I have in mind are Mr. S. B. Joel's Sicyon and Mr. J. B. Joel's Lady of Liége and Stupidity. The first named won at Hurst Park at the end of last week; the other two came to notice during the Liverpool Meeting. As a matter of fact Stupidity was not exactly a newcomer, for we had seen her out as a winner when she beat a moderate field at Epsom during Derby Week. She made an excellent impression, but at Liverpool she did more for fame. They betted heavily on Thasos, owned by Lord D'Abernon, to beat Mr. Jack Joel's filly, which had to give away no less than 15lb., as well as the sex allowance, which, of course, is another 3lb. Yet Stupidity won in great style and if Thasos is really any good, as the betting seemed to suggest, then this filly is one far out of the ordinary. Her breeding is a matter of some interest, for she must go into the stud book as being by Polymelus or Sunstar. That is the rule when a mare is covered by more than one horse. But there is convincing evidence that she is by Sunstar.

Now in regard to Lady of Liége, the well named daughter of Sunstar and Beguine, a mare by the St. Leger winner, Your Majesty, by Persimmon, this filly made her first appearance on a racecourse for the Mersey Stakes at Liverpool, and included in the small field was Silpho, which had finished second for the Woodcote Stakes at Epsom. Lady of Liége won in a canter and, indeed, was never out of a canter to win with some lengths to spare. It was known that she had been highly tried, for Mr. Jack Joel has no secrets in his racing. She was to have run for the Acorn Stakes at Epsom, but she went amiss and had to miss both Epsom and Ascot. But for that she must have won the Queen Mary Stakes at Ascot. She is a chestnut of merely average height, but such a beautifully made one with perfect rhythm of action! With the possible exception of her stable companion, Stupidity, and the Newmarket winner, Golden Corn, she may well be the best of her sex among the two year olds. I do not remember ever to have seen a bigger two year old than Sicyon, which is a full brother to that great sprinter of a few seasons ago, Syndrian. He is, therefore, by Sunder, which was himself a top-notcher as a sprinter, and Polkerris, which was

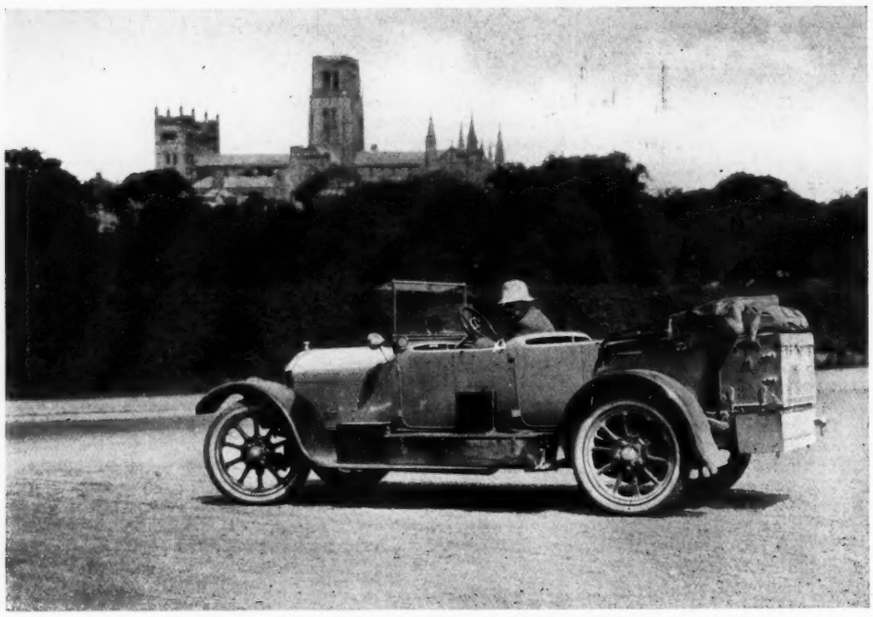


W. A. Rouch. ABBOT'S TRACE, BY TRACERY—ABBOT'S ANNE. *Copyright.*

an exceptionally big mare; hence it is easy to understand where this two year old got his great size from. At present, he is leggy and generally ungainly, but he came to Hurst Park with the reputation of being a racehorse. He ran like a big, inexperienced baby, and he won by a neck from the King's colt, Joss House, which most certainly is not in the first class.

The Duke of Richmond's meeting at Goodwood has been proceeding this week, and one is struck by the urgent necessity to brace up the programme into something more worthy of its importance and the high place it is supposed to occupy in the racing world. Moreover, it still falls very far short of bringing the values of races into a fair proportion with the greatly increased expenses of owners. We have races in the four weeks' programme which should have no existence at a place like this. Thus there are five selling races, or races with selling conditions attached to them. The Duke of Richmond may consider that it is of importance to secure any surpluses from the sales of winners, but higher class races would elevate the meeting, and in that sense the Duke would get the money in other and more satisfactory ways. The same criticism is advanced every year, but it is now up to the Fixtures' Committee of the Jockey Club to see that races at this meeting, as at all meetings, are framed on lines based on the recent decisions of the Jockey Club when they come to deal with the report of the committee presided over by Lord Hamilton of Dalzell. Goodwood is so very good and is so much esteemed that one hates to see it year after year disfigured by selling races that you would only expect to find at the end of the week at Alexandra Park. PHILIPPOS.

THE EQUIPMENT OF A MOTOR CAMP



DURHAM CATHEDRAL. THE CAR LOADED UP.

WHEN one has reduced life to its elementary principles it is surprising how few are the actual requirements of the average human being. The fact has been amply demonstrated during the last few years by the millions of men who have supported life for many months, and in some cases for years, with nothing more to minister to their every day wants than could be carried on their backs.

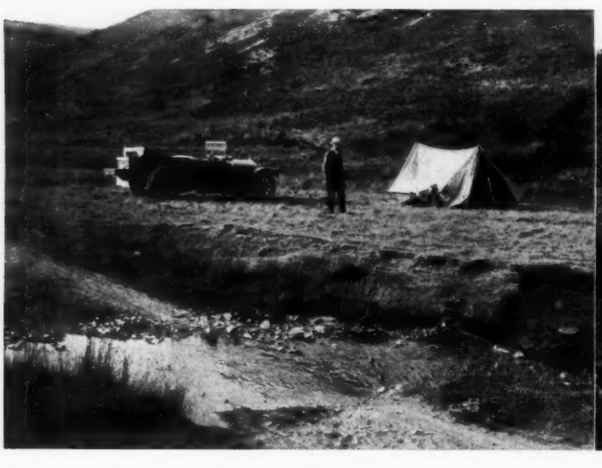
It is not suggested for a moment that a motor camping expedition need impose on those participating in it the stoical conditions endured by those who undertook the demonstration just referred to; but with a transition from the circumstances of life in a great city to the simple conditions of a vagrant's life on the open road, those things which were in the former instance considered essential at once assume their proper perspective in the latter, and many of them disappear entirely.

Anyone, therefore, who has stood afar off and contemplated a motor camp from the point of view of the "hardships" of a nomadic life, and to the exclusion of the joys of the great open road and its romantic possibilities, should reverse the process and consider the proposition from the latter standpoint first; it will then be seen that the only difficulties of putting a similar project into active operation will exist in the small matters of adapting one's car to the purpose and of providing some kind of an outfit.

A camping equipment is so largely a personal matter, and so greatly depends on the type of car available, that it is hardly possible to do more than to suggest in a general way the inclusion of such articles as have been found by actual experience to be of practical value. It will be found that those things are remarkably few in number, and it may be urged, even with regard to those few, that the amount of baggage to be carried should be cut down to an almost irreducible minimum. The conveyance of surplus material, besides limiting the accommodation available for the carriage of passengers, involves a very considerable amount of labour in stowing and unloading, and if the car is a valuable one the coachwork is almost sure to suffer in consequence, to say nothing of the temper of those embarked on the undertaking.

In planning a camping tour for the first time the outstanding feature in the equipment of a movable home, will, in all probability, resolve itself into the tent. Tents are obtainable in a variety of patterns, and the makers of each probably claim for their production some particular advantage, which may or may not be of real value as far as camping in this country is concerned. A tent which has stood the test of time and suitability is shown in some of the illustrations: it is of the ordinary "Gipsy" pattern, and was originally fitted with a ridge pole; it was found, however, that this particular pole could very well be done without, and although its omission affects the appearance of the tent to a certain degree by allowing the top to sag slightly, the tent's serviceability remains unimpaired. The other two poles are constructed on the sectional principle to facilitate stowage. The cords are fitted with galvanised iron pegs, which may generally be forced into the ground with the hand or heel, no mallet being necessary. The complete tent, with a waterproof sheet and blanket to cover the entire ground space, packs into a very small compass, and may be erected in less than five minutes. It will sleep four persons comfortably, or, by pegging the walls out slightly, it will contain five. Apart from a slight spray in exceptionally heavy weather it is perfectly waterproof, and the addition of a separate fly sheet has never been found necessary.

Sleeping bags will probably be the next item to come under consideration—and a very important item, too; blankets





A CAMP AT LAUDERDALE. A CAMP IN NORTH WALES.

In the Welsh camp the hood of the car is shown removed and set up to provide extra sleeping quarters.

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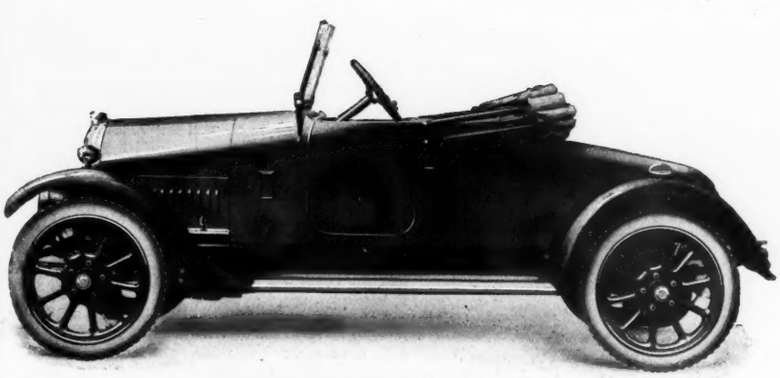
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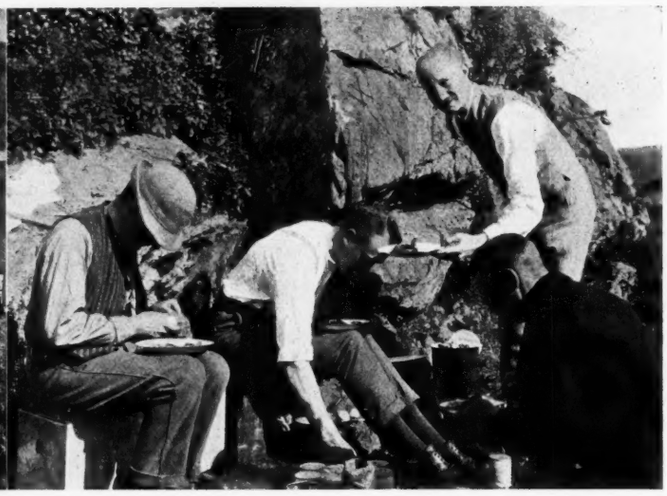
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A *SALLE A MANGER* IN SCOTLAND.

or rugs may be carried as an alternative, but, generally, it will be found difficult to keep oneself properly covered throughout a whole night. Sleeping bags may therefore be regarded as an essential feature of any camping outfit, and not only on account of the purpose for which they are intended, but because they also serve an additional purpose, which will become apparent later. Bags of various kinds are obtainable, but, in view of their subsidiary purpose just referred to, one of the most suitable forms has been found to be that known as the "Perco" Sleeping Bag. This bag is quilted in a similar way to an eiderdown, and consists of three separate layers, so that the amount of covering can be varied according to the climatic conditions. The chief reason for selecting this particular bag was because, in order to economise space, it could be suitably folded and used in place of the cushions with which a car is ordinarily fitted: this advantage does not apply to the same extent to the ordinary blanket type of bag, which becomes hard and is not so comfortable if used as a seat for any length of time.

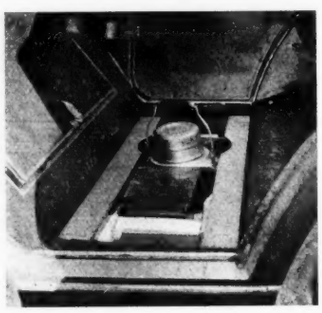
The tent may be folded in the same way and carried among the sleeping bags if required.

By displacing the ordinary seats, therefore, tent and sleeping bags can be placed on the car without loss of any available space whatever.

The culinary department is a matter of supreme importance, and the party which includes an efficient cook will be fortunate indeed. To carry the whole of the utensils necessary, two boxes, with rubber treads on the top, or finished off in some other way, may be constructed; one to fit on each running board. The shorter box—that is to say, the box to fit on the same side of the car as that on which the spare wheel is usually carried—may be reserved for stores, and can be fitted up with a series of aluminium or enamelled containers. The longer box fitted on the opposite side may be utilised for plates, cups, knives, forks, spoons and so on, not forgetting that invaluable article, a "Primus" stove. Special care should be taken to safeguard the spare paraffin for use with it; a leak may permeate the whole car, and thereafter every inch of the route will be impregnated with the offensive odour of petroleum.



A TENT WHICH HAS PROVED IDEAL FOR MOTOR CAMPING.



"Well" under floor in front of rear seat. It contains a large Thermos jar and other things and lifts out when necessary.

All these utensils should be packed tight with towels, tea cloths, etc., to prevent them from jostling each other on the road. One end of this box may be fitted with a tank which can be lifted out and used for "washing-up." For boiling water in small quantities and so on, the "Primus" stove will be found very satisfactory, but for cooking in the ordinary way it will probably be preferable to make a wood fire, which may be easily constructed by cutting a small trench in the turf and forming a lattice-work across its top with flat strips of iron, which may be carried for the purpose.

The imposition of these boxes on the running boards will probably displace the petrol "emergency ration," which, in view of the remote situation in which a camp is often pitched, should on no account be left behind. An excellent substitute for the emergency can may be obtained in the form of a long triangular shaped tin, which may be carried on the floor of the car in front of the rear seats. A similar can may be utilised for carrying drinking water and may be stowed in a similar position, but in advance of the front seats. Drinking water is sometimes difficult to obtain, particularly if camp is pitched late at night, and the precaution of carrying a supply on board is a wise one.

A canvas bucket and a canvas wash basin should also be included in the outfit, together with a hatchet or bill-hook for chopping wood, and a fern trowel or similar implement for use in performing the obsequies of any refuse there may be, which should never be left lying about.

There now remains little to provide for but the personal baggage of each member of the party. A convenient method of disposing of this portion of the equipment may be obtained through the medium of a Brooke's, or other, carrier: the carrier is locked on the grid and contains a series of cases similar to ordinary suit cases—one or more for each individual. The carrier when opened out may be utilised for a number of purposes, such as a shaving table, writing desk, and so on. Additional cases, interchangeable with those contained in the carrier, may be fixed to the boxes on the running boards by an attachment supplied for the purpose. The amount of baggage to be carried need only be limited by the size and capacity of the car, though obviously more luggage must be carried for an extended tour than for one of short duration. Clothes ordinarily used for motoring, with a Burberry or other waterproof, will be suitable. A pair of goloshes or rubber shoes should be included in the personal baggage, for, even if there is no rain, the grass round about the tent in the early morning will, in all probability, be saturated with dew, a circumstance which may perhaps escape the foresight of those who dwell in our great cities.

An equipment such as that described has been in use throughout this wonderful summer on a Wolseley "15." The outfit is primarily intended for use on a tour during which it is intended to move the camp every day. If it is proposed to form a more or less stationary camp, then a more bulky equipment can, of course, be provided; but the great charm of a camping tour appears to lie in the freedom which it confers on those embarked upon it. A definite tour can be mapped out or not, just as desired; the camp can be moved or not, and its position can be chosen for any reason which may seem good at the moment. In a general way, to allow packing and unpacking to be undertaken in a leisurely fashion, a run of about 100 miles per day will be found sufficient, although, of course, considerably more ground could be covered without difficulty.

The selection of a suitable spot on which to camp, like most other things, becomes easier with practice; in fact, it is often possible to choose a precise spot merely by reference to a large scale Ordnance Survey map, although, naturally, this method cannot always be depended upon with certainty. A situation in the

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neighbourhood of water is generally advisable, and if there is a plentiful supply of firewood that also is an advantage.

Fields containing cows or young horses should be avoided: the latter are often tremendously inquisitive, and the former appear to combine a faculty for inquisition with an insatiable appetite for car hoods, straps, cord and any other odd gear which may be lying around. A tight tent rope seems to exert an irresistible attraction for most animals, and if left alone they will not infrequently persist in rubbing against it until a climax is reached at the peg end.

Into the cost of a camping tour it will not be necessary to go very far. Every owner should know what his car costs to run: apart from that cost, other expenditure can be confined within any limits desired, and since no hotel bills (except for the midday meal) or garage fees are incurred, the sum involved is remarkably small when divided over the entire party. It may also be observed that the initial cost of the outfit need be little beyond the value of a tent, considering that most of the other paraphernalia can be recruited from among one's household gods. A. J. SYMONDS.

NEWS OF THE WEEK

A MOTORING event of consequence lately was the drafting of the clause of the Finance Bill which Sir W. Joynson-Hicks will move on the report stage in pursuance of the agreement arrived at with Mr. Neal with regard to the issue of motor licences. The new clause proposes to substitute for the existing regulations that licences shall be issued "for such periods of the year as the Minister of Transport may by regulations prescribe, and in the case of any licence so taken out the duty shall be such amount as shall be proportionate to the full annual duty, having regard to the period for which the licence is to be taken out." The clause also provides that the Minister of Transport may make regulations generally "for the purpose of carrying this section into effect." Construed into familiar language, this new clause, which will soon become the law of the land, sweeps away arbitrary dates for proportional motor car licences. Instead of fixed quarters, payment will be asked in proportion to the length of licence, so that the motor carriage owner will only pay at the same rate as the full annual licence fee, whether a licence is asked for for six weeks or eleven months. The extra 20 per cent. per annum now demanded for quarterly licences will no longer be asked for when this clause in the present Finance Bill comes into operation. One presumes this will be January 1st, 1922.

MOTOR NUMBER PLATES.

Under the powers of the Finance Act of 1920 and the Roads Act, powers were conferred on the Minister of Transport to issue regulations in regard to the control of motor vehicles. In March last a set of regulations was issued, entitled "Road Vehicles (Registration and Licensing) Regulations, 1921," under which Number 21 states that "the identification mark to be carried by a vehicle shall consist of the index mark and registration number assigned to that vehicle and shall be exhibited *on two plates*." The italics are ours and are due to the fact that a number of motor vehicles have been stopped by the police in certain districts with a view to the issuing of summonses against the owners of these vehicles because the letters and numbers of the registration index mark were not painted on a plate, but on the vehicles themselves. Under the old regulations this latter method was permitted, and such index letters and numbers were frequently painted on the radiator of the car in front and on the back panel of the car in the rear. This is now illegal and, though the attention of the Ministry of Transport has been drawn to this matter, until some further instruction or amendment to the present regulations is made motorists are liable to be summoned if such registration marks are not on number plates of the dimensions given in the old Motor Car Act. At the same time it is understood that the Ministry of Transport have asked the Home Office to ask the Police Authorities to refrain from taking any further action until an opportunity has been given to the Ministry to consider the possibility of so modifying the regulation in question as to render legal the painting of the index mark on the back of the car, though there is little likelihood of any amendment to the present regulation as to the front number plate. In these circumstances it would be wise for owners of motor carriages that have the registration numbers and index letters painted on the radiator of the vehicle to at once get these placed upon number plates of the approved pattern.

CORRESPONDENCE.

"THE 'ALBERT' OWNER'S INSTRUCTION BOOK."

SIR,—A new edition of this book, which has been praised by the Press as one of the most comprehensive and informative in motor trade printing, practical on every page and plan, is in preparation, and in order to increase its usefulness "Albert" car owners are asked to send postcard tips, the outcome of personal experience, for inclusion in the volume. May we, therefore, ask you to oblige us by publishing this letter soliciting such communications, which should be addressed to The Service Motor Company, Limited, 94, Great Portland Street, London, W.1. —THE SERVICE MOTOR COMPANY, LIMITED.

The Stanley STEAM CAR

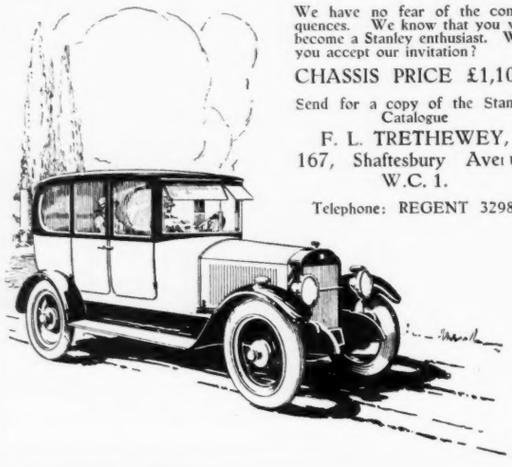
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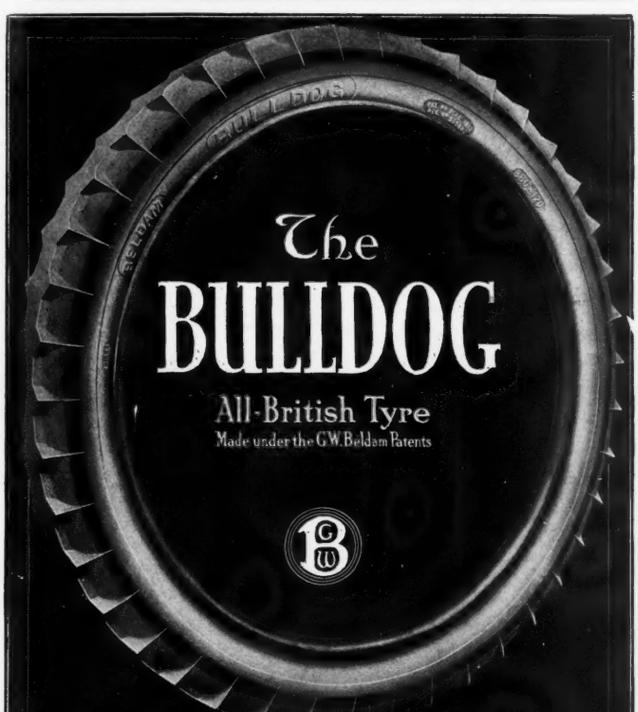
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Marcus Aurelius on Insurance

Old Age

Thus spake the ancient Roman Emperor, who was also a philosopher:

"We ought to consider not only that our life is daily wasting away and a smaller part of it is left, but another thing also must be taken into account, that if a man should live longer, it is quite uncertain whether the understanding will still continue sufficient for the comprehension of things."
—Marcus Aurelius.

As in those ancient times, so to-day: unless death comes first, we all grow old.

It is only of recent years that the simplest method of provision has been evolved and perfected—Endowment Insurance.

The Double Endowment Policy issued by the Motor Union Insurance Co. Ltd. is perhaps the ideal policy of this sort.

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St. James's 18

FROCKS THAT ARE REALLY COOL

YACHTING AND SEASIDE CREATIONS.

TRADITION proverbially dies hard, and there are fewer traditions it is more difficult to overcome than that transparent materials must be cool. In tropical climates, where the sun really scorches, soft opaque fabrics are selected in preference to those through which the rays can reach and devastate the skin; and the same holds good here just now. Also, transparencies need to be reinforced by linings, and these, on the face of things, add to the warmth and weight. Again, any stuffs, although happily they are few to-day, that exact from time to time even a modicum of starch are better avoided, which at once, in my opinion, puts organdi out of the running, since the very essence and charm of the muslin lie in its crispness and a daily iron out. Also, after close observation and study of clothes that are really ideal for such a summer as we are at present passing through, I have arrived at the conclusion that the ideally cool materials are foulard, gingham and a certain rather heavy make of voile that is not by any means the most expensive, the latter tending to a filminess that brings something appreciable in the way of lining into the story.

Again, too, there is more in colour than the general world of women realise. White, the palest of pink, delicate shades of green are infinitely preferable to *voyant* shades of red and rose, two *nuances* that have been far too prevalent this season. The number of brilliant red hats seen on the river, for example, have almost made one hot to look at; while as to those hideous jazz-coloured cretonnes—well! they are neither cool to look at nor cool to wear, and I sincerely hope the *vox populi* has effectively done for them for all time. One of the coolest apparitions seen recently was a girl wearing a brown and white fancy checked foulard—a small, unobtrusive, restful sort of check—the skirt arranged in loose flowing panels, surmounted by a loose flat bodice, with the merest apologies for sleeves and a low neck, and at the waist a girdle of soft brown *ciré* silk clematis flowers. Her hat was a shady mushroom of brown tulle wreathed with the same varnished blossoms. Sombre in colouring as this toilette was, it looked, and I am sure was, the epitome of coolness.

Silk *tricot* is another material that is finding golden opinion and is going to do yeoman's service as beach frocks. This is sufficiently opaque to be made up and worn without extraneous linings, and the striped *tricots* are especially alluring and do not require the constant ironing and care exacted by the much vaunted washing cotton frocks. On a holiday one does not want to have to bother about the titivating of one's belongings; and there is no need why one should, given a little common-sense and a stern refusal to be trammelled by tradition.

Speaking of the sea brings thoughts of that glorious week at Cowes, the first of many such events both here and on the other side of the Channel. Writing before the affair, it is impossible to say whether the glorious week on the Solent will be as successful as the rest of the social gatherings have been this year; but crowded or the reverse, it can only be enjoyable provided the weather holds out. The yachtswoman has some charming diversities in clothes wherefrom to select, and has only herself to blame if she dons raiment other than that of the most comfortable and suitable character. It is impossible to climb up companion ladders and in and out of dinghies in tight skirts, floating panels and gewgaws of that description, and there is very little doubt the jumper and *plissé* skirt will play a large part. Long before the present craze set in, sweaters were regarded as *de rigueur* by the practical yachtswoman, and to these there are now added a wealth of smart original coats and cloaks that are assured of adding immeasurably to an attractive sartorial appearance.

For our original suggestion we have chosen a blue and white striped skirt worn with a *chic* double-breasted coat of plain blue cloth, a suit that can be worn with equal suitability on board or for a stroll in the Castle grounds. On such a theme any amount of variety can be wrought, for never within memory has there been such an embarrassment of riches in both plain and fancy materials. At one house busy over toilettes for Cowes some conspicuously *chic* suits are being built of sand-coloured serge, a further particular emphasis being laid on yellow. A case in point comprises a skirt of boldly checked yellow and white serge, which will be worn with the shortest of yellow silk jumpers, and a long wrap coat of white serge piped with yellow and black varnished leather. At the same house there is being shown a long cloak of yellow material like a loosely woven hopsack that is gathered into a deep yoke cut in one with an immense cape collar that can be worn up or down.

For headgear, Tammies, felts and Panamas will reign supreme, with, for those who can wear them, the new large crown sailors, worn well down on the head, the brims appearing rather narrow by contrast. These particular sailor shapes hail from America, or rather American women have launched them into favour, and to those they really suit they are most becoming and impart a particular *cachet* to a neat tailor-made.

For shore and the Castle grounds the ephemeralities we have been wearing all the summer will prevail, and foremost among these to stand out will be the linen lawns, hem-stitched and hand-embroidered. As to the covetableness of these possessions there are no two opinions. But they are, alas! of that supreme impressive simplicity that is only wrought under the most extravagant auspices.

L. M. M.



A PRACTICAL SUGGESTION FOR COWES WEEK.

This yachting suit, combining utility with a smart appearance is arranged with a blue and white striped skirt and double-breasted blue cloth coat, the crowning triumph being achieved by one of the new sailor hats.

INEXPENSIVE SUPER QUALITY MILANESE PETTICOATS

Made by our own workers from super quality Milanese silk, which we can thoroughly recommend for serviceable wear.

Petticoat (as sketch) in super quality pure silk Milanese, well cut smart shape, daintily scalloped, and trimmed hemstitching at foot, In black, ivory, brown, grey, navy, covert, biscuit, and a variety of other shades.

SPECIAL PRICE **29/6**

SENT ON APPROVAL.



Thin Washable Suede Glove (as sketch), without buttons, made from carefully selected leathers. In white, fawn, beaver, pearl, and medium grey. A most perfect washable glove.

Price **18/9** per pair.



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Exceptional Value in Cashmere Knitted Coats

Real cashmere knitted coat, as sketch, made in the cardigan shape which is a very popular style this season, it is knitted in a wide rib stitch, and can be had in these colours only:

Black, jade, vieux rose, pink, purple, dark saxe, emerald, dark terra.

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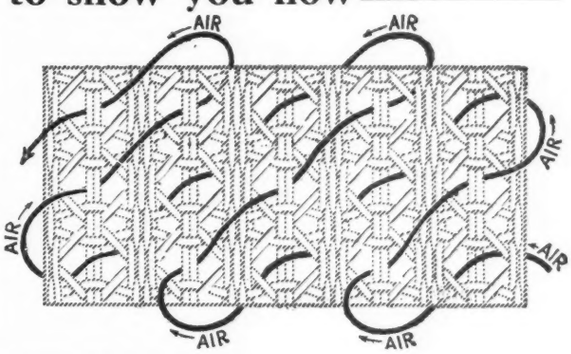
French drop-stitch lisle thread hose in mole, champagne, fawn, tan or black.

10/9 per pair.

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AERTEX Cellular Garments guarantee greater comfort in warm weather by ensuring a constant supply of oxygen laden air at exactly the right temperature to maintain comfort; ensuring freedom from chills and colds.

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The hat illustrated will be found in our Model Salon on the first floor.

New Spanish Sailor in good quality black velvet. Suitable for early Autumn wear *Price 70/-*

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INEXPENSIVE SHIRTS OF EXCEPTIONAL VALUE



IN order to keep our workers fully employed during the month of August, we have designed and made in our own workrooms, from materials of exceptional value and quality, a large number of inexpensive shirts suitable for holiday wear, of which sketch is a typical example.

Perfectly tailored Shirt (as sketch) in heavy Japanese silk, inset sleeves, cuffs fastening link buttons. Size 13 to 14½.

Price **21/9**

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NOTES AND NEWS

THE UNIVERSITY OF THE WEST.

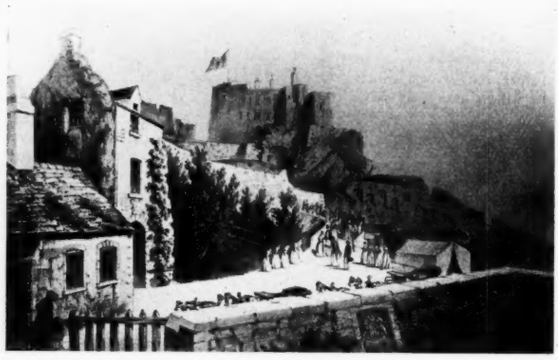
EVERY West Country man and woman must feel a special call to themselves in the appeal issued by the University of Bristol for funds which will ensure that the great University of the West shall take its just place in the educational life of the country. At the moment it has a peculiar urgency because, though the annual Treasury grant to the Universities for next year will be raised from a million to a million and a half, the distribution of this sum will be in strict proportion to the amount of corporate and individual support which each University receives. The Bristol University has never been sufficiently endowed for purposes of revenue or adequately supplied with working capital. Professors, lecturers and demonstrators are necessarily overworked and more are badly needed. The young men of to-day have saved our national life at a terrible cost to themselves, and it is only in the provision of such opportunities as Bristol University offers that, to most of them at least, our unspeakable gratitude can be shown.

A CATALOGUE OF BARGAINS.

For a quarter of a century now the annual Furnishing Sale of Messrs. Hampton (Pall Mall East, S.W.1) has been looked forward to by housewives all over the country, for they know that low prices and highest quality are always to be expected there. The catalogue of this year's sale, which continues until August 6th, includes an extraordinary number of bargains. Cretonnes at 4s. 6d. a yard are now reduced to 1s. 3d., and this is an example in particular of reductions which will be found in every department. In the carpet showroom this is particularly noticeable. On July 6th the manufacturers reduced all carpet prices, and Messrs. Hamptons are offering the public the full advantage of these reductions regardless of what they themselves originally paid for the carpets. No better value has been offered since Hampton's July Sale immediately before the outbreak of war. The delightful decorations of the New Metropole Hotel were entirely carried out by Messrs. Hamptons.

THE QUEEN IN JERSEY.

During the visit of the King and Queen to Jersey many interesting ceremonies took place. Not the least was the presentation to Her Majesty by the Directors of Messrs. Luce's, makers of the famous Jersey eau de Cologne since 1836, of a thousand bottles of eau de Cologne. These Her Majesty with characteristic kindness distributed among the



AN INCIDENT OF THE VISIT OF QUEEN VICTORIA TO JERSEY, 1846.

London hospitals on her return to England. Her Majesty also accepted on the Royal yacht samples of other products made by this old-established firm, including a perfume originated to commemorate the Royal visit and happily named "Toujours Loyale."

BURBERRYS, LIMITED.

This company is readjusting its capital account with the view of raising £750,000 on £8 per cent. debenture stock, issued at 95 and repayable at 105, or purchase, with a sinking fund of £50,000 per annum. In order to prevent loss on stocks falling on earnings, the vendors to the company will surrender 490,000 of the £1 ordinary shares held by them. The existing 7½ per cent. preference shares will be converted into 10 per cent. cumulative preference shares. £260,000 ordinary cash shares will be preferred as to 10 per cent. dividend with further share of surplus divisible profits and the balance of £250,000 ordinary shares held by the vendors will be deferred, thus giving to the cash shares new rights of priority. As soon as the underwriting is arranged the shareholders will be invited to sanction the reconstruction.

A FINELY APPOINTED LAWN TENNIS CLUB.

The new Lawn Tennis Club House at St. George's Hill, near Weybridge, opened by Dame Margaret Lloyd George, D.B.E., J.P., last Saturday, promises to become one of the most successful centres of outdoor life anywhere near town. The many guests who, at the invitation of Mr. W. G. Tarrant, were present at the opening ceremony were able to see for themselves how comfortable all the arrangements of the Club House are. There is a ballroom with a finely sprung pitch pine floor and minstrel's gallery, supper-rooms, bridge-rooms and every other convenience, hard courts and a bathing lake.

ATHLETICS AND CHARITY.

The many people concerned in engineering enterprises who have been watching the pioneer efforts of Messrs. S. E. Saunders, Limited, of East Cowes, Isle of Wight, whose design is to conduct their workshops on non-union lines, must be interested to hear of the success of the sports meeting and fête arranged by their Social and Athletic Club in aid of the Frank James Memorial Cottage Hospital, East Cowes. Nearly two thousand people passed through the gates, and £61 14s. was handed over for the use of the hospital.



Fry's PRINCE of WALES Chocolates

commend themselves to any connoisseur

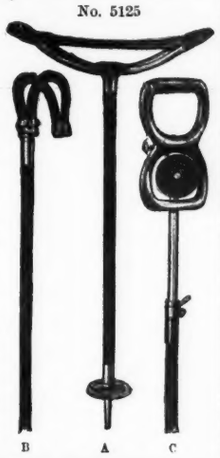
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	£	s.	d.
No. 5125A.—**Sporting Seat-Stick** for Shooting, Racing, Horse Shows, etc. Lancewood stem, aluminium fittings, leather hammock seat, detachable disc	2	5	0
Ditto, lighter weight for lady	2	5	0
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Constructed or Re-Made in any part of Britain.

Best Materials, Superior Workmanship, Scientific Planning, & Modern Construction.

The laying out of Tennis Courts, Bowling Greens, Rock Gardens, &c., calls for special training and experience, and as I specialise in these departments, I am prepared to give you the benefit of my experience in carrying out any scheme you may have in view. Plans Prepared and Estimates given.

Stop-Net Fencing and Boundary Fencing Erected, and all necessary requisites for upkeep supplied direct.
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CAVALIER SILVER PLATE

THE LAST SALES OF THE SEASON—SOME STUART AND TUDOR FURNITURE.

FROM days of old the candlestick has been a prominent feature in the furnishing of temples and habitations. The term itself is used in the description of the tabernacle of Moses and the temple of Solomon, when really lamp-stands were meant. Later came wax candles and their pricket candlesticks which our mediæval English metal-workers were expert in making; for does not Mr. Montague Howard tell us that a pair of English candlesticks of gold and silver presented by Robert, Abbot of St. Albans to Pope Adrian IV, were so highly esteemed that they were consecrated to St. Peter and were the means of winning high ecclesiastical honours for the Abbey? Tallow candles were used in English houses from the fourteenth century and socket candlesticks became common in the sixteenth. Those of the seventeenth century are very fine in design, workmanship and materials and for this excellence credit is due to encouragement given to the arts by Charles I, as Prince of Wales and as King. To his period belongs what is probably the earliest set of four silver candlesticks in England, until recently in the possession of Mr. Walter Willson of King Street, St. James's, who has kindly allowed their reproduction here. A fact apparent from the illustrations is that the articles are not candlesticks pure and simple; they have an additional use as wine cups. They stand 5¾ins. high. The shafts are cylindrical, with simple mouldings at the top and a torus about half way down to the wide and flat wax-pan, beneath which the contour narrows in concave shape to swell out into a domed plinth of noble form, on which appear the maker's mark, W. C., the date letter for 1637 and the hall-marks. The candlestick can be reversed and made to stand on its rim as a wine cup, or the shaft can be unscrewed and the cup used by itself. As a cup the contour is magnificent, full and massive. The double use of these candlesticks would seem more significant had their date been some years later, but one must not forget the bitter strife preliminary to the Civil War—the trial of Hampden took place in the year of their making. It is easier, however, to picture a company of Cavaliers secretly pledging the young King's health from these wine cups during the Interregnum. From W. Fitzherbert Brockholes, Esq., these four wine cup-candlesticks passed into the possession of Lord Wilton, who sold them at Christie's, where they were bought by Mr. Walter Willson at the price of £743 2s. 6d., or the high figure of 41os. per oz.



SILVER CANDLESTICKS, ALSO TO BE USED AS WINE CUPS. PART OF A SET OF FOUR. *Circa* 1637.

The last week of the season was opened by Messrs. Christie with the sale of autographs, manuscripts, books, engravings and etchings on July 25th. With the original manuscripts was the "Tam O'Shanter" of Burns, in his writing, containing lines suppressed in publication. The 28th was devoted to the sale of English pottery and furniture, when a wonderful collection of Staffordshire Toby-Filpot jugs formed by Major Gordon Watney was dispersed.

Some beautiful aquatints in colour and a series of mezzotints in unusual states, by Lucas after Constable, were disposed of by Messrs. Sotheby on July 26th. The following day saw the beginning of a three days' sale of books, with which there were some richly illuminated Books of Hours, Irish manuscripts dealing with medical subjects *circa* 1500, an extensive collection of works and prints relative to the county of Kent, and French illustrated books of the eighteenth century. An Elizabethan beaker, gilt, with rich ornament, dated 1581; a loving cup of 1685; and a William III menteith, 1698, were included in Messrs. Sotheby's sale on July 28th and 29th.

Messrs. Puttick and Simpson's sale on the 22nd included two seventeenth century tapestry panels woven with "Mars and Venus" and "Music and the Arts." On the 28th they sold musical instruments, on the following day porcelain, objects of art and antique furniture, and on August 5th engravings.

When an article of furniture can survive two centuries and a half of wear and remain in good condition there may be said of it that it was "well and truly" made. This is the case of a pair of Charles II chairs, the property of Messrs. Sturm and Knight, of South Audley Street, W. These have cane backs in frames pierced and boldly carved with conventional foliage and florets. The top is likewise pierced and carved with a shell in the middle. The back rails with carved knob finials are spirally turned, but are squared at junction with seat or stretchers. The seats are caned and set in carved rails. The spirally twisted legs have a front under-frame or stretcher, pierced and carved with flowing ornament and leaves. The other stretchers are spirally turned.

With the chairs is an oak cabinet of the sixteenth century, having two doors and a drawer most elaborately carved with Renaissance ornament, with a band of dart and leaf ornament above, while the framework bears panels of similar ornament with flowers and fruit. The lower part is of table form with a long drawer carved with ornament similar to that of the upper portion and rosettes giving the effect of Tudor roses. The baluster legs are turned and carved, and the foot rail is decorated with conventional ornament. There, too, are a pair of card-tables of the eighteenth century, the top of one painted with musical instruments and music book, the narrow frieze with classical heads in cameo, birds, roses and conventional ornament, while a leaf pattern is painted on the legs.

D. VAN DE GOOTE.

THE ESTATE MARKET

PISHIOBURY, BARON HILL AND MALWOOD

MR. GUY CHARRINGTON is about to place Pishiobury, his Georgian mansion near Sawbridgeworth, in the market, with the park of 250 acres. The present house, exhibiting the architectural genius of James Wyatt, was built in 1782, some of the material of a sixteenth century house, which had been destroyed by fire, being embodied in it. Pishiobury is a finely proportioned mansion, with a central courtyard and a great deal of oak panelling. The dining-room fireplace of carved stone, inlaid with discs of marble, has an iron back bearing the Stuart Royal arms and dated 1635. The carved oak overmantel has three round-headed panels, flanked by pillars supporting a frieze and cornice, attributable to the early seventeenth century. Elsewhere in the house is a dado of sixteenth century panelling with stop-mouldings, and a contemporary fireplace with frieze over the arch, carved with grotesques and conventional foliage. There is, or was until lately, in the grounds, sixteenth century carving in stone, part of the original mansion. Messrs. Alfred Savill and Sons are the agents.

ANGLESEY AND SNOWDONIAN AUCTIONS.

"SPACIOUS and shady, with large trees and smaller interspersed. The walks have a pleasing coolness and solemn gloom, and extend to a great length," thus did Dr. Johnson describe the grounds of Baron Hill. A Welsh poet, Richard Llwyd, indulged in the fullest poetical license in his reference to the same subject in "Beaumaris Bay." The grounds undoubtedly are beautiful, and the old Georgian house in a park of 330 acres occupies a commanding site on a natural terrace overlooking the Snowdon range and the Menai Straits. The house was enlarged and improved in 1800, having been up to that time only, as it were, partly completed, for the Sir Richard Bulkeley who, in the early seventeenth century, had begun the building of a mansion wherein to welcome his friend Prince Henry, eldest son of James I, was so much cut up at the untimely death, in 1612, of that prince that he suspended the building operations, finished off what had been done, and contented himself with it as his abode.

The estate of 3,610 acres came under the hammer of Messrs. Knight, Frank and Rutley at Hanover Square, subject to withdrawal in the event of its failing to reach the reserve, for submission at Beaumaris on August 16th and 17th. The property, divided into blocks or lots, now awaits acceptable offers on those dates. One of many exceedingly interesting lots is Puffin Island, or Priestholm, half a mile from the mainland, the haunt of sea birds and ground game. In the centre of the island is a square tower of stone, supposed to be the remains of a chapel of the Priory of Penmon.

An important alteration has been made in regard to the place of sale of the Snowdon and Beddgelert sections of the same estates, the auction of them being now appointed for Carnarvon on August 13th.

It has been too often, and sometimes unjustly, urged that Welsh landlords have not given their tenants a chance of becoming freeholders. Sir Richard H. Williams Bulkeley, Bart., C.B., at any rate will lie under no such imputation.

SALE OF MALWOOD.

THE late Sir William Harcourt was so much impressed by the views obtainable from the site of the ancient Malwood Castle, covering between four and five acres, at Stony Cross, the highest ground in the New Forest, that in the year 1885 he secured a lease of the land from the Crown, built the house called Malwood and lived there until he went to Nuneham, his Oxfordshire seat. Malwood is near the delightful village of Minstead, a short distance from Lyndhurst, and the whole of the coast from Southampton Water to the Isle of Wight is visible from the grounds. The property has been sold on behalf of Mr. Robert Vernon Harcourt by Messrs. Nicholas, who are to hold an auction of the contents of the mansion in September.

In the parish, Minstead, stands the "Rufus Stone," a three-sided block about 5ft. high, erected in 1745 by John, Lord de la Warre, to mark the spot whereon was the oak off which, in the year 1100, Sir Walter Tyrrell's arrow glanced and killed William Rufus.

THE SUSSEX FURNACES.

COLONEL THE HON. A. B. BATHURST has sold Furnace Farm, Cowden, through Messrs. Nicholas. It is an old half-timbered house with oak beams and rafters, and 235 acres of land. The name of the house indicates, as many in that part of the Kent and Sussex borders do, the former interest of the district in iron-working. The importance of the business is still evident in such houses as those at Burwash, of the old ironmasters.

The iron was used not only for weapons but for domestic and other local purposes, for example chimney backs, of which there are fine examples at Groombridge Place and other houses, and for andirons. The good people of Sussex also used the local iron for covering graves, of which some may be seen, notably at Wadhurst.

The history of the iron trade of the Wealden area is very interesting, and it has been well and concisely told by Mr. Arthur William Brackett (Messrs. Brackett and Sons of Tunbridge Wells). Only ninety-two years ago, the last Wealden furnace was finally extinguished.

Half-timbered houses, some with internal features which attest their age, and all set in delightful old gardens, are found in the catalogue of Messrs. Winch and Sons' forthcoming auction at Maidstone on August 18th of 1,056 acres of land in the Weald of Kent. Among the twenty-three or twenty-four lots are some quite small properties of 5 acres, and the larger farms run up to 200 acres or more.

POLTIMORE PARK.

THE suggestion that Lord Poltimore's South Devon seat, Poltimore Park, should be capable of being converted into a private hotel or hydropathic establishment will in all probability be considered in the light of the fact that there have been for some time past two or three large West Country hotels of the best type in the market, and that would seem therefore, not to be a very promising scheme for utilising the mansion. It is, of course, very handy for Exeter, and that is more than can be said of some of the existing hotels, which are farther west. As a school, the mansion might be suitable, but if it could be continued for private residence that would be the ideal way of dealing with so fine a seat upon which much money has in recent years been spent in improving it by the installation of modern lighting and heating, and so forth. The mansion dates from the end of the thirteenth century, and it was used as a station by Fairfax in the Civil War. Poltimore Park will be offered at Exeter in lots on September 23rd, by Messrs. Collins and Collins.

Recent sales by Messrs. Constable and Maude include: Elm Cottage, Looe, freehold, overlooking the bay, recently withdrawn from auction; Hillfield, Mitcham, and 4½ acres; Itchen Lodge, Itchen Abbas, 3 acres; Myrtle, Sidmouth, and 2 acres, withdrawn from their recent auction; and Lower Bedfords, Romford, 100 acres, with the contents and live and dead stock. Among properties which are for disposal by Messrs. Constable and Maude in the early autumn, by auction, are: Southbroom House, Devizes, an old Georgian house and 40 acres; Marston Hill, Fairford, a Tudor style residence, and 290 acres; Kenegie, Penzance, an old stone-built manor house, and 30 acres, which they sold to the vendor about twelve months ago; and Saybrook, Weybridge, and grounds, close to St. George's Hill links.

HOLME HALL SOLD.

HOLME HALL, thirteen miles from Selby and eighteen from York, has been sold privately, including the mansion and 2,300 acres, by Mrs. F. D. Harford, who, however, retains the lordship of the manor of Holme and some village property. Holme Hall (as stated in COUNTRY LIFE of November 13th last, page 645) was left to Mrs. Harford by her father, the late Mr. Henry Stourton, a descendant of Lord Stourton, who acquired it by marriage with the heiress of the fifth and last Lord Langdale. Since the Norman Conquest, Holme Hall estate has, apart from the present sale, only once changed hands otherwise than by inheritance or marriage. Sir W. Constable, "the Regicide," sold it in 1633 to Lord Marmaduke Langdale. An estate near Holme Hall, known as North Cliffe, 1,450 acres of arable, formerly belonging to Mr. Fox, the maker of "Paragon" frames for umbrellas, has changed hands in the last few days for £25,250.

Some 273 acres, a mile or so from Deal and Walmer stations, have been sold in lots for a total of approximately £8,000 by Messrs. Curtis and Henson and Messrs. Honeyball and Finn. Foxton Hall, near Cambridge, has found a buyer privately before auction, through Messrs. Bidwell and Sons. Sales totalling £25,000 of country houses and small agricultural holdings are reported by Messrs. Geering and Colyer, all in or near the Wealden district and around Ashford.

Barton Manor, adjoining Osborne and formerly used in connection with that property when Queen Victoria held it, is to be sold by Messrs. Daniel Smith, Oakley and Garrard, by order of the Office of Woods, Forests and Land Revenues.

Properties at Stroud and Westbury-by-Severn and other sales reported this week by Messrs. Bruton, Knowles and Co. amount to roundly £15,000, apart from The Gables, Gotherington, which was withdrawn at auction in June; Abbots Lodge, Sandhurst, and 63 acres; Glebe at Matson, 54 acres; Withybridge Farm, near Cheltenham, 57 acres; Oak Priors and The Retreat, near Cheltenham.

Mr. Axel-Haig's Haslemere house, Grayshurst, which was to have been brought under the hammer, has changed hands privately in advance through Messrs. C. Bridger and Son. The contents of the house are to be sold on August 10th and 11th, including a large number of Mr. Axel-Haig's own etchings and other pictures. Watchers, at Shottermill, with 20 acres, and the ancient house known as Bramshott Manor Farm, near Liphook, have also changed hands through the firm.

Good prices were realised for the contents of Eastwell Park at Messrs. Knight, Frank and Rutley's sale on behalf of Lord Gerard. A rare item was one of a pair of copies, printed on vellum, of "The Vision of Pierce Plowman," 1505, for which £145 was obtained.

The house at Sudbury, Suffolk, in which Gainsborough, the great painter, was born, is for sale through a local firm of solicitors

BREAKING UP GWYDIR.

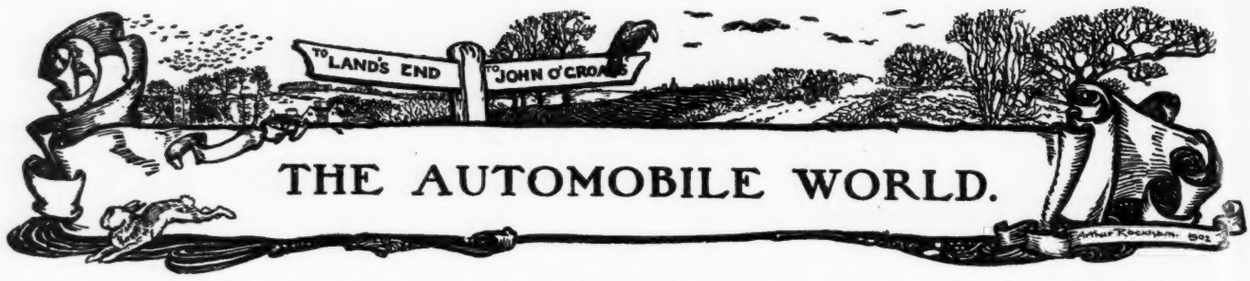
WHEN Gwydir Castle was sold recently the panelling and carving in two of the chief rooms were sold separately for £10,000. It is now intended to dismantle the castle, and the panelling, carving, friezes and other decorative features of seven of the rooms have been placed in the market, including the Tudor linenfold panelling in the bedroom in which Queen Elizabeth and then Charles I slept. "Sic transit gloria mundi." Messrs. Ward Price and Co. are the vendor's agents. Gwydir Castle was described and illustrated in COUNTRY LIFE (Vol. IX, page 772, and Vol. XXIII, page 942)

The fishing on Lord Tredegar's Dderw estate has been sold by Messrs. Stephenson and Alexander, since the auction held at Brecon on July 1st, for considerably in excess of the sum of £11,500, at which it was withdrawn.

Appropriately the lists of sales of town houses from time to time issued by Messrs. Wm. Willett, Limited, generally contain "Willett-built" properties. It is so in their list this week, which includes the following: Ormonde House, Eaton Gate, a modern Willett-built residence with electric passenger lift; 8, Cadogan Gardens; 61, Addison Road; 49, Sloane Gardens, a Willett-built residence (in conjunction with Messrs. Marler and Marler); 30, Belsize Avenue, Hampstead, a freehold corner residence (recently offered by auction); 29, Maresfield Gardens, Hampstead, a modern freehold; 54, Eton Avenue, Hampstead, a detached Willett-built residence (in conjunction with Messrs. Alexander H. Turner and Co.); Sterndale, Hampton Hill; and 29, Cheyne Walk, Chelsea, a Georgian residence facing the river.

SEQUEL TO THE "SEGONTIUM" SALE.

WHEN Sir Charles Assheton-Smith sold over £90,000 worth of his Vaynol estate the opinion was expressed in these columns (February 22nd, 1919) that "more may soon be known about Segontium." A portion of the site of Segontium, acquired by Mr. Willoughby Gardiner of Deganwy, is now being excavated, and in the last few days a Roman guard room and stores have been uncovered, disclosing coins and other things left by the Roman soldiers who held the fort in the fourth century. ARBITER.



THE POLICE ATTITUDE TO ROAD USERS

THE idea seems to be getting abroad among motorists that the police are cultivating and exhibiting a much more tolerant attitude towards them than used to be the case. It is a fact that in some parts of the country, notably in big towns, police prosecutions are not so frequent as they used to be, and of course the police trap for speed pure and simple is a much less common affair than it was so recently as last year. But the general idea that the police are exhibiting the same tolerance and sympathy towards motorists as to other road users is fraught with danger. We have had it recently brought to our experience and have also ascertained from motoring friends that on the whole the police seem, if anything, keener than they have ever been on instituting proceedings for minor offences and especially technical breaches of various regulations.

It is a fact that practically every time any motorist goes on the road he breaks the law. There are two ways of regarding this fact; it may be that the motorist is a dangerous law-breaker and as such deserves the full penalties of the law. It may be that the laws he breaks are so antiquated or otherwise unsuited to prevailing conditions that they now exist simply to be broken. The latter seems to be the general estimation in which existing laws for the regulation of road traffic are held. Also there is in existence at the present time such an enormous number of minor regulations with which motorists are expected to comply that very few people have the time or the ability to examine them all and to learn what they have to observe. Thus breaches of the regulations are unavoidable simply because the regulations are either too anachronistic or too numerous to receive serious consideration individually.

In view of the promised reforms that are coming, it behoves every motorist to do his best to avoid breaches of these regulations, although his "best" may not be crowned with any notable measure of success. If, when the new reforms come before Parliament, some of the anti-motoring members of the House of Commons can point out numerous recorded instances of broken regulations and from them make the inference that motorists as a class are a reckless, law-breaking section of the community, such reform as is necessary will be rendered very difficult and perhaps impossible of attainment.

In spite of what is said to the contrary, magistrates and police are still, in many parts of the country, far from realising that the motorist is not always a member of the idle rich to whom no recreation is more attractive than paying fines into the coffers of a local provincial court of summary jurisdiction. In some parts of the country may be encountered police who attempt to regulate traffic obviously with no knowledge or qualification for the work they undertake. For instance, on such an important highway as the Bath Road where it passes through the village of Twyford, we recently saw a glaring example of police incompetence. A policeman was standing on point duty and beckoned on a private car that was overtaking a lorry. When the car, after accelerating in obedience to the signal, was within four or five yards of the policeman, he suddenly put up his hand for it to stop and stepped into the road in front of it. A nasty accident was avoided only by the intervention of Providence and the skill of the driver, whose car only just missed skidding into the lorry. If there had been a collision, the driver of the car would certainly have been summoned and probably convicted for driving to the common danger, but such a collision would have been due entirely to the action of the police-constable who was displaying an authority that he was obviously unfit to exercise. With the existence of innumerable and intricate regulations, it is of vital importance that those policemen who are entrusted with enforcing their observance should be instructed in at least the rudiments of their work.

It would be unreasonable to expect an average policeman or even a local magistrate to know all that there is to be known about these vagaries of the law. Surely it is equally unreasonable that these people should be given power to enforce laws that they neither know nor understand, and it seems only logical to ask the omnipotent Minister of Transport to take some steps to smooth the path of those who have to execute his bidding. It is a fact that we ourselves have verified that the Minister of Transport has made numerous regulations that he himself



IN THE HIGHLANDS.

Wonderful Testimony to the "WOLSELEY" Standard of Production.

OXFORD & CAMBRIDGE AIR RACE, July 16th.

Six S.E. 5a machines, each fitted with a **220h.p. "Wolseley-Viper" Engine,** started in the University Air Race, and five of these finished the full course of 130 miles in under 70 minutes, the fifth machine being only 30 seconds behind the winner.

AIR DERBY, July 16th.

In the Air Derby, flown the same day, the first four machines home arrived in the following order:

Mr. Ortweiler—S.E. 5a—**220h.p. "Wolseley-Viper"** Engine.*
Mr. James—MARS I—450 h.p. Napier Engine (1).
Flt.-Lt. Longton—S.E.5a—**220h.p. "Wolseley-Viper"** Engine (2).
Mr. Uwins—BRISTOL—350 h.p. Jupiter Engine (3).

* *Mr. Ortweiler who was flying the S.E. 5a machine which had just won the 'Varsity Race, arrived first, but was unfortunately disqualified for not properly circling a pylon.*

These "Wolseley" Engines were not specially built or tuned for the event—they were surplus stock engines built two years ago, just taken from store and simply tuned-up in the field.

That five out of six engines, drawn from stock at random, should vary in speed less than 30 seconds over a 130 mile course, is a remarkable achievement. But that one of them should immediately afterwards fly in the Aerial Derby (200 miles) and actually finish first past the post, conclusively demonstrates the high level of excellence that marks all "Wolseley" Standard Productions.

The same factory, the same men, and the same methods of organisation produced these engines as produce "Wolseley" standard Motor Cars.

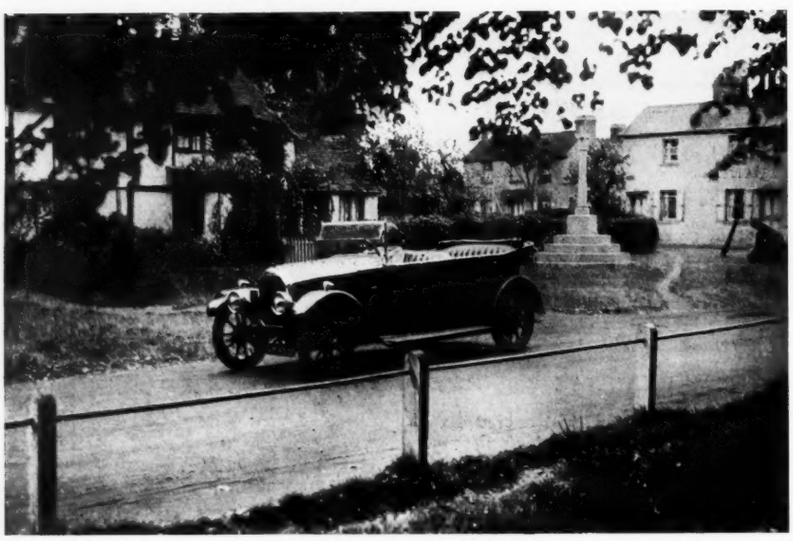
That is why "Wolseley" Cars enjoy such a wonderful reputation.

WOLSELEY MOTORS LTD. (Proprietors—Vickers Limited), BIRMINGHAM.

cannot interpret. Numerous instances are on record, and one is in our possession when the Minister of Transport has frankly admitted that, although he has made a certain regulation, he does not pretend to offer any explanation of how it should be interpreted. With this state of affairs ruling at the top it is difficult to blame the humble policeman for being confused; but in view of the fact that the London police, who have infinitely more to do than their country colleagues, seem to understand their work and to know what they can and what they cannot do, it seems a fairly modest request that some effort should be made to educate the country policeman and magistrate who is usually guided by him.

THE HUMBER 15.9

SINCE the first of the Humber post-war 15.9 h.p. chassis was described in these pages, a few modifications have been made in its design. The radiator is now higher, so that the bonnet is given a line merging into those of the body, that brings the over-all appearance of the car more into keeping with modern ideas. The over-all lines and general appearance of the Humber 15.9 touring car are as elegant as those of any car of its class on the road, and, as we said when describing the chassis, the complete car can be regarded as a typical example of all that is best in British automobile design. In every detail the finish is of the highest order and the car bristles with little refinements and little touches of luxury that make the Humber a very creditable example of what the British industry can do when it is untrammelled by considerations of cost or by any desire to pander to the modern craze for maximum quantity of anything at minimum cost.



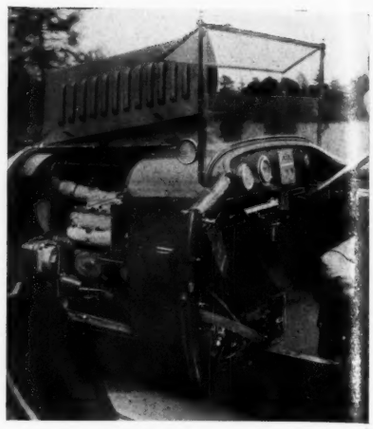
THE HUMBER 15.9 IN CHOBHAM.

Among the other minor alterations that have been effected there is one which we believe renders the Humber unique among modern cars. It is only a small detail, but it is one of those details that is bound to be appreciated by every owner of the car—the tools for the withdrawal of the wheels are all carried under the bonnet, neatly stowed away on special brackets on the dash. Thus, should tyre trouble develop on the road, it is not necessary for the passengers to be disturbed so that the driver may get at the tools. The main tool kit is carried under the front seat, but in a pocket on the inside of the front door is arranged a leather tool "rack," in which are carried all those tools that are likely to be required for any minor roadside adjustment, such as a hammer, a punch, an adjustable spanner and pliers, etc. This again is only a minor refinement and it is not entirely limited to Humber cars, but it will surely be appreciated by every owner of a car that has it, and it is a matter of some wonder why it is not more extensively adopted.

The upholstery of the Humber touring body is among the very best of any standard car we have seen, and must contribute in no small measure to the fairly high price demanded for this 15.9 h.p. car. With complete equipment the car costs £950, so that if the Humber people make any special claim in the value for money sphere, they must base their claim on performance, rather than on what one actually buys in the way of raw material for the outlay. For ourselves we have little hesitation in proclaiming that the Humber 15.9 is worth the money asked for it. With so many cheap cars available one is apt to overlook the fact that in paying for a car there are other things beside actual passenger accommodation, engine power and cash price to be considered. There are cars on the road that, nominally the same as the Humber in matter of specification, can be bought for several hundreds of pounds less, but it is doubtful if any of these will give quite the same comfort and feeling of general contentment to the owner as are bound to follow from the possession of a Humber.

It is essentially a car of refinement—there is no striving after striking and impressive performance, there is nothing in its design which is likely to attract any possible purchaser who prides himself on being rather more than just up-to-date. The chassis is a thoroughly sound job and relies for its appeal on those little refinements that give the last ounce of satisfaction to an owner of a car, but do not strike the observer from afar by marking the car as one radically different from any other.

It would be difficult to conceive any car that behaved better than the Humber. There are plenty round about the same horse power rating that may be faster, there are some in which such matters as accessibility or ease of maintenance may have received more consideration by the designer, but we doubt very much if there is any that will ride with quite the same smoothness and absence of apparent effort as the Humber and that will give to its owner that pride of possession which always follows from the ownership of a really high class car.

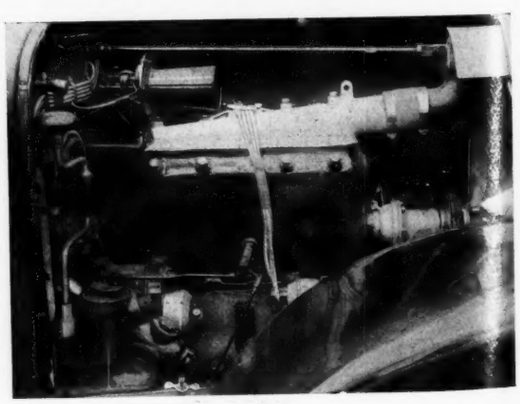


SOME INTERESTING HUMBER DETAILS.

The compartments in the fascia board for carrying small articles, such as maps, gloves, etc., the tool "pocket" on the inside of the door, and the oil can carried at the side of the engine.

Summarising briefly the chassis particulars—the engine is a four cylinder monobloc casting with a bore and stroke of 80mm. by 140mm., which gives an R.A.C. rating of 15.9 h.p., the tax being £16, while the brake horse power at 1,000 r.p.m. is 19, and at 2,000 r.p.m., 36. The wheelbase is 10ft. 3½ins., which, with the track of 4ft. 9ins., and very efficient, though conventional, springing, gives the car a very pleasing road holding capacity and general smoothness of travel. The Humber is indeed one of those cars which seem to exist as an argument against the ultra modern systems of car suspension. It has not a feature that can be described as characteristically post-war practice, but its efficiency is such that the very worst of post-war roads cannot disturb the equanimity of Humber passengers.

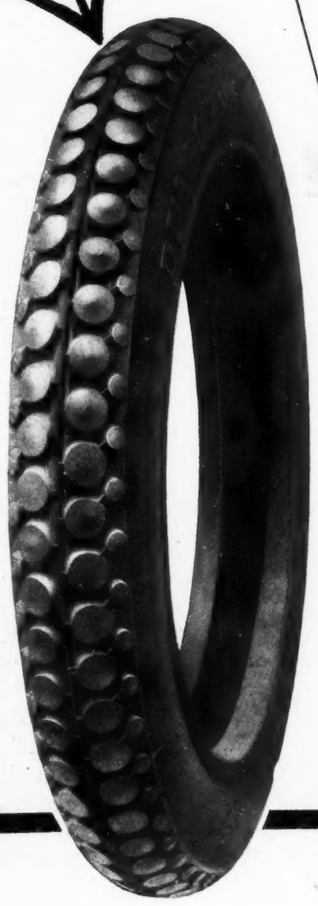
The clutch is of the leather cone type; and perhaps the only genuine departure from orthodox practice to be found in the chassis is embodied in its withdrawal mechanism, for this is accommodated in the forward end of the gearbox. The idea, of course, is that the withdrawal mechanism is entirely enclosed and continuously lubricated by the gearbox lubricant. It certainly works very well in practice, although the only feature of the Humber that our experience prompts us to criticise is connected with the clutch. We were troubled with clutch slip during part of our test run, and blithely set to work to adjust the clutch and remedy



The off-side of the Humber 15.9 h.p. engine, showing also how the wheel tools are carried under the bonnet. The length of the fan spindle is due to its incorporating an "impeller" to assist the water circulation.

"Dunlop Magnum for Long Mileage"

Here follows the Tyre-experience of a Buick owner, set down spontaneously for the information of all motorists driving any make of car whatsoever--



Brooklands,
Grove Lane,
Cheadle Hulme.

Gentlemen,

I should just like to give you my experience of Dunlop Tyres.

At the latter end of Last May I fitted two Dunlop Magnums and two Steel Studded tyres on my car (a new Buick) also I carried two spares, a Magnum and a Studded; I have just run over 15,000 miles and only had one small puncture, and the covers of the Magnums are in a wonderful condition.

I may say that I have been over some of the worst roads in the Country and yet I have never been held up one minute with tyre trouble; the small puncture occurred in my garage.

Personally I think this result speaks wonderfully well for Dunlop tyres especially considering that I have a heavy all-weather body fitted to the car, and I should like to know if any of your users can beat this record.

Yours truly
(signed) Thos. Wright.

DUNLOP
TYRES OF THE MAGNUM TYPE
are obtainable from all motor dealers

the defect. It was not long, however, before we decided that clutch adjustment on the 15.9 Humber is no roadside job. The instruction book, which is most elegantly printed and beautifully illustrated and carried in one of the compartments of the fascia board, tells you most engagingly that if the clutch slips, all that is necessary is to inject a teaspoonful of paraffin through one of the holes "B" provided in the flywheel cover for the purpose. This sounds very simple, and we thought the cure of the slip would present no difficulty, for surely petrol would work just as well as paraffin and perhaps a little better. But although we had a teaspoon, we had no squirt, for this rather useful accessory is omitted from the tool kit Therefore, we started pouring in petrol with the teaspoon, but the result was negligible, and, as we had come to a standstill on a hill, we began to despair of ever getting away again.

It appeared that the clutch pedal, when in a fully engaged position, was resting against the floor board of the car, and the adjustment to ease this bearing was altogether so awe inspiring in its lack of get-at-ableness that we were constrained to leave it alone, and so it was that the only means of getting the car to move was by cutting away part of the floor board with a knife kindly lent us by a passing roadfarer. Incidentally, this kind gentleman assured us that the reason that the car had stopped was that its nose was pointing up the hill and therefore we could not make the tank touch the spark, which was a very interesting interpretation of clutch slip trouble, but took second place to his knife in its usefulness in helping us to get away.

We would very much like to see this department of the Humber clutch lay-out considerably modified, for the means of its modification are present if only full advantage were taken of them. This is one of those little things that act as a serious and entirely unjustifiable snag on an otherwise thoroughly excellent vehicle. Leather cone clutches are bound to slip sooner or later, or alternatively become fierce, thus makers who favour the leather cone clutch ought to bear this fact in mind and make due provision for a rapid remedy for their possible and probable defect.

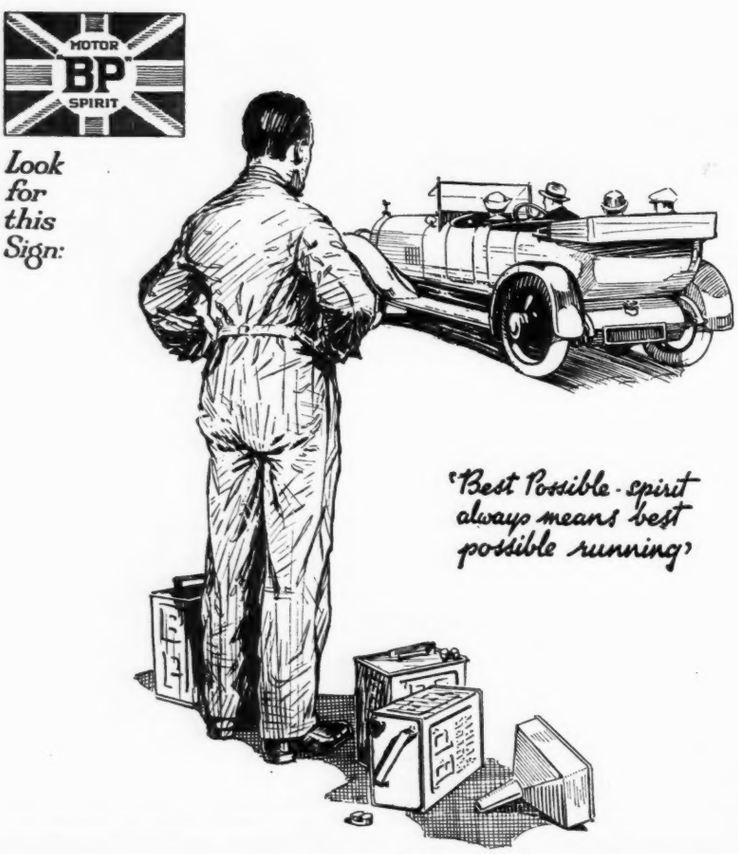
Four speeds and reverse are provided by the gear-box, and it appeared to us that if the third ratio were a little higher than it is, the result would, on the whole, be an improvement in the performance of the car. While the Humber is quite fast on top (on one occasion we touched 56 m.p.h.), on third speed we found exceeding 25 m.p.h. meant calling upon the engine to its utmost. Otherwise the gear ratios seem well chosen. Provided that the clutch is functioning properly, the car should master any hill in this country on its bottom gear, while it can do very well in the way of pulling at low speeds on top.

Ease of control is certainly a strong Humber feature. The steering is delightfully easy, although for our personal tastes a column 3ins. or 4ins. shorter than that fitted as standard would be an improvement; and the ease of control is contributed to directly by the very comfortable driving position and the high efficiency of the brakes. Both hand and foot brakes are very powerful and beautifully smooth in action, and the car gives to its driver a sense of being under complete control under all conditions of use. This is not always the case with these medium powered, fairly heavy cars. One generally has it with all big cars and with all small ones; but we rather suspect that if the average driver would only admit the fact he often feels with cars between 15 h.p. and 20 h.p. that they are not so completely under his "thumb" as he could wish.

The hood and general weather protection of the Humber are among the features to which a complimentary word may be given. Naturally heavy and bulky, the hood is very easily raised and lowered, and included in the equipment of the car is a complete set of side curtains so that it may be used totally enclosed. With the hood erected and the side curtains in position, the Humber should be as weatherproof as any car with a permanently totally enclosed body. The divided windscreen is in complete keeping with the rest of the chassis in the excellence of its finish, and the lower panel of the windscreen differs from the usual in that it has no wooden base. The glass itself is shaped to follow the lines of the scuttle, the immediate advantage of which is that the driver can just see the tip of his near-side wing through the bottom corner of the wind-screen glass.

Although this Humber 15.9 body is a big body, it avoids the defects that we have previously criticised in some bodies of its type—it is not so roomy as to be uncomfortable, and the rear compartment, although able to accommodate three passengers, gives just as much room as is required and no more.

Silence is a great asset of the car, and for the greater part of the time the only sound that we could hear was the hiss of air through the Cox Atmos carburettor. This carburettor, which has recently been adopted as standard for the Humber, is an instrument rapidly coming to the fore, and after receiving almost universal appreciation at the hands of light car manufacturers, it is now establishing itself in the esteem of makers of larger cars. It is certainly a very efficient instrument and it always seems to improve the acceleration and flexibility of the engine to which it is fitted. Certainly it would be difficult to conceive a 15.9 h.p. engine pulling a chassis and body like that of the Humber that could give a better performance in the way of flexibility and acceleration, and although the whole of



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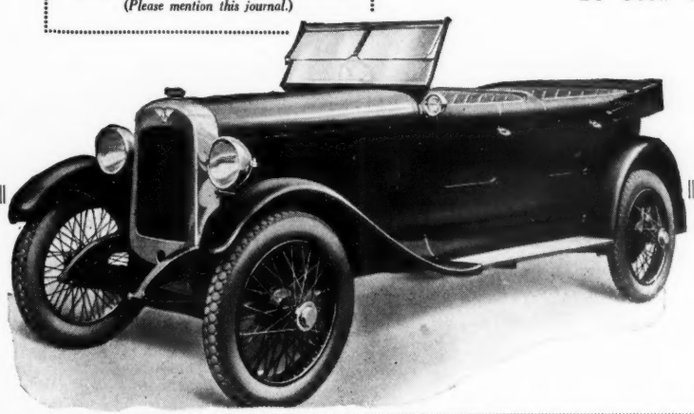
British Petroleum Co., Ltd.
22, FENCHURCH ST, LONDON E.C.3

The AUSTIN TWENTY

Once more to the fore

The Austin Twenty has again proved its supreme quality at Brooklands. The Standard Sports Model attained a speed of 83½ m.p.h. in the 100 m.p.h. Short Handicap on June 25th, winning First Place. This model is very slightly different, except in bodywork, from the Austin Twenty Touring Car, and its production conditions enable it to be sold at the low price of £975.

"THE ADVOCATE"
is a little journal of motoring specially interesting to Austin Car Owners. Its hints and tips on the upkeep of the car are practical and save the owner many pounds in the course of a year. Annual subscription 5/-. Specimen copy 6d., sent on application.
(Please mention this journal.)



Austin

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IN THE WORLD

WE wish customers, who in the future order Rolls-Royce Chassis, to enjoy the benefits arising from the reduction in wages and cost of material. For them, the price of the Chassis will be £1,850

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these desirable assets cannot be attributed to the carburettor, it is only fair that the instrument should have a due share of the credit.

Straight-Edged Tyres.

FOLLOWING the practice of the U.S.A. tyre makers, all the British tyre manufacturers of note are making straight-sided tyre covers in the larger sizes as well as in their Clincher type of beaded edges. It is even reported that both Rolls-Royce and Lanchester cars are seriously considering the question of making this form of wheel cover a standard equipment of their cars, provided they can make a suitable tyre pump driven by the engine. This means a different type of wheel, as neither car is at present fitted with wheels whose rims are fitted with a demountable side flange so as to permit the putting on and taking off of this type of tyre. Possibly as all the tyre makers are catering for straight-sided cord tyre users, the builders of powerful and heavy motor carriages will fall into line and alter the type of wheels to suit the new tyre craze. Light and medium motor vehicles will possibly remain content with the existing beaded edge or Clincher type of cover. It is stated that a greater length of use in miles run is given by these straight-edge cord tyres, such as the Avon Tyre Company displayed to the visitors at the opening of their new London premises at Euston Road last week. As these makers explained to the assembled guests on that occasion, it was a form that saved the fabric from over-flexing or bending, and thus this did not perish early in its useful career, especially if any cuts of a severe character were attended to before wet or grit penetrated too deeply. Motorists are still rather like children pleased with new toys to play with, so that, as economy is also a leading recommendation, doubtless many possessors of full-sized and weighty motor carriages will incur the expense of altering the wheels to enable them to test personally the merits of the new makes of cord straight-sided tyres that are now offered them by the principal British makers.

A New Motorist's French Dictionary.

THERE are very many English-French and French-English motor dictionaries in existence, but too many of them suffer from one of two faults, they are either too bulky to be carried conveniently in the pocket or they are insufficiently informative. The happy mean is struck by the latest motor dictionary to be published (by Constable), compiled by Mr. Leonard Henslowe. This dictionary appears to give every term that anyone can possibly want in connection with his motor work, while its bulk is such that it can be carried quite easily in the pocket of the coat or in one of the door pockets of the car.

The preface to the book contains an interesting summary of the progress of the motor car industry from its very earliest days, and it is interesting in this connection that, according to Mr. Henslowe, the first motor car was constructed by M. Levassor in 1889. The first car to be constructed in England was designed by Mr. W. F. Lanchester in 1896, while the Daimler, the first cars to be made commercially in England, first appeared on the roads in 1897, to be followed soon after by Humbers and Napiers. To-day there are 158 manufacturers of motor cars in England, while in France there are 78. The end of this convenient and useful little publication is devoted to a few touring phrases rather different from those found in the ordinary dictionary.

Motor Car Lubrication.

ALTHOUGH motorists as a whole are perhaps not keenly interested in the technicalities of their hobby, there are a few who like to investigate and to be fairly *au fait* with all the latest developments, especially in matters of such primary importance as fuel and lubricating oils. To these a recently published book, "Lubricating and Allied Oils," by Elliott A. Evans (published by Chapman and Hall, Limited) will exercise a considerable appeal. The book is purely a technical book on the various aspects that have to be considered in connection with any lubricating oil. Its descriptions of the various types of oil are perfectly clear and quite understandable by the most non-technical of oil users, while its chapter on the selection of lubricants is one that contains very practical and useful advice that all motorists would be well advised to absorb. There is much in the book that will not interest the ordinary car user, but there is far more that will, and its perusal throws light on many of the highly obscure matters connected with internal combustion engine lubrication.

ITEMS.

Small Cars.—A very noticeable sign of the times is the increase in the number of small cars used by motorists for purposes where the high-powered, big-bodied car is unnecessary. The Wolseley Ten seems particularly favoured, it being quite a common occurrence to see one of these thoroughbred-looking little cars in the West End of London carrying people who a few years ago would have felt it undignified to use anything under 30 h.p. or 40 h.p. The universal need for economy is possibly one reason, but there is little doubt that the introduction of the modern small car, of the highest quality and finish, is demonstrating

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PREJUDICE—and THE STANLEY STEAM CAR

The greatest enemy the Stanley Steam Car has to fight is prejudice.
To this day we are asked such questions as:
"Doesn't it take about half-an-hour to get the water boiling?" or
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Wherever possible we first show the inside mechanism of a Stanley to those seekers after knowledge, and then take them for a trial run. The effect in every case has been to make them Stanley Steam Car enthusiasts.
We were told recently:
"The Stanley is altogether too good to compare with any petrol car on the market. One can only contrast it . . ."



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12 h.p. ROVER

To ensure enjoying a tour as successful as the one referred to in this letter, you have only to secure a car like the one mentioned here—the dependable Rover "12."

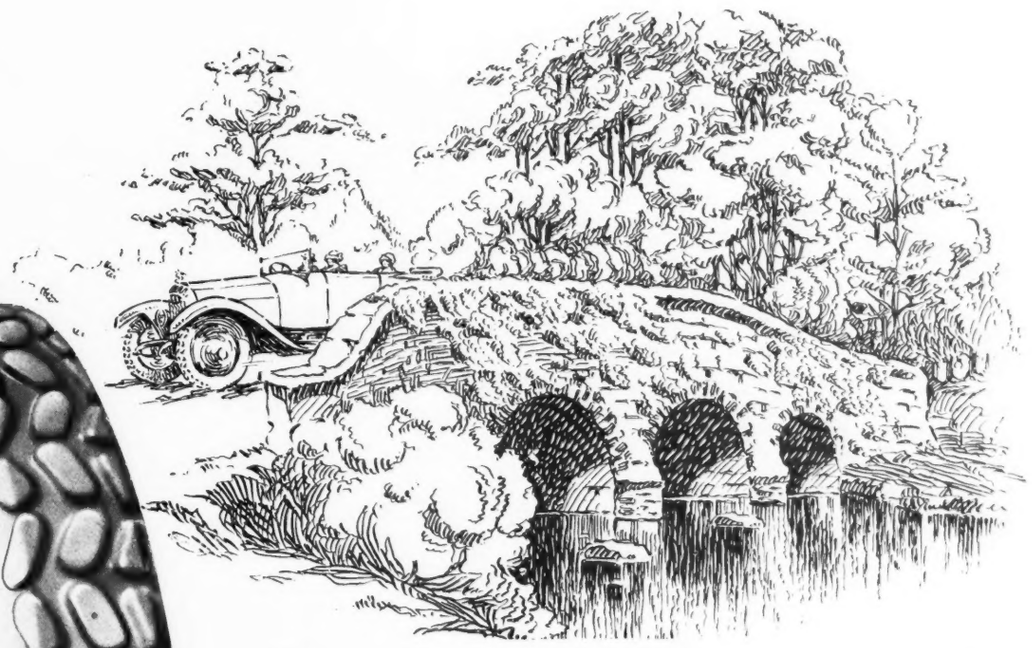
"I have just returned from the first tour in my new 12 h.p. Rover. I did 593 miles without a hitch. I encountered some very bad hills in Surrey, and I was agreeably surprised at the climbing properties of the car. I am more than delighted with it . . . . Both for appearance and utility the car can hardly be surpassed. Wherever I go I shall not fail to speak of the excellent qualities of the Rover."

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St. James's 39.





Don't carry 'tyre trouble' as a passenger on your Summer Tour

MANY a car owner starts upon a summer tour with an abundant supply of hope-that-things-will-go-well, but carrying a spectre as a passenger.

Past experience has caused him to wonder if, once again, the joys of the open road will be marred with tyre trouble. His passenger is a spectre—a good sort of fellow to leave behind.

Confidence in your tyres spells full enjoyment. Lack of confidence spells a haunting, uneasy fear which takes the freshness out of the breeze, tarnishes the gold of the sunset and dulls the tints of the heather.

But many a car owner who has driven on Dominion Nobby Treads during the past months is starting his summer tour with a measure of confidence he has never previously enjoyed.

He knows that Nobby Treads are an absolutely effective non-skid, that the big knobs of vibrant rubber *throw off loose stones and flints* that other tyres pick up, and that Nobby Mileage is something to talk about.

Dominion Tyres are made in Canada at Kitchener, Ontario.

United States Rubber Co. Ltd.
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London, E.C. 4.

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NOBBY CORD GIANT PNEUMATICS
pay for themselves.
For Char-a-bancs and Commercial Vehicles.

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US
RUBBER SYSTEM
AND ASSOCIATED COMPANIES

Dominion Tyres are Good Tyres

that motoring luxury can be nowadays enjoyed to the full even in cars of such small horse-power as the Wolseley Ten.

In consequence of the many alterations and extensions carried out by Messrs. C. A. Vandervell and Co., Limited, at their Acton works during the past year and the industrial crisis which followed, they have now decided to launch out into fresh fields of manufacture in addition to that of small hand tools, gauges, jigs, etc., which they have already announced. Evidently these new activities have been misunderstood in some quarters, for it has come to the knowledge of the firm that certain statements have been made that they intended to associate themselves with the manufacture of a car! This they wish us to most emphatically deny, as they have not, nor have they ever had, any connection directly or indirectly with the manufacture, financing or marketing of motor cars, for it must be obvious that the adoption of any such policy would be most detrimental and absolutely against their own interests as manufacturers of electrical equipments for cars. They therefore ask us to give full publicity to the foregoing facts.

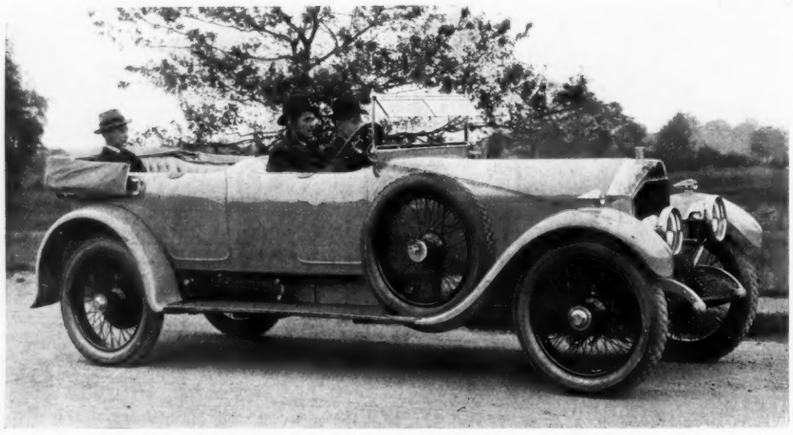
White City Motor Exhibition.—A deputation from the Committee of White City Exhibitors was received by the Council of the Society of Motor Manufacturers and Traders recently. Mr. Ivey Rogers and Mr. Sturmey stated their case and outlined the ballot scheme which they recommended in the circumstances. After full discussion the Council of the S.M.M.T. unanimously decided that the ballot arrangements which had been in existence for so many years, and with knowledge of which so many members had joined the Society and supported the trade policy by signing the Exhibition Bond annually until in due course they came into the earlier ballots, could not now be altered. At the same time there was every desire to show practical sympathy with the deputation in every direction possible. It was pointed out to the deputation that the attendance at the White City was about 70 per cent. of that at Olympia, despite the unsatisfactory situation arising from the fact that the building had not been in use for a long period. It was added that every possible step would be taken to remedy defects which arose at the first White City exhibition.

Revised Prices of Sunbeam Cars.—The Sunbeam Motor Car Company, Limited, announce that the following prices will take effect until further notice:

16 H.P.	£
Chassis	800
5-seater touring car	990
4-seater semi-sporting car ..	990
Limousine landaulet	1,350
Saloon	1,375

24 H.P.	£
Chassis (short wheel-base) ..	1,100
Chassis (long wheel-base) ..	1,125
5-seater touring car	1,350
4-seater semi-sporting car ..	1,350
Limousine landaulet	1,675
Saloon	1,775

Avoiding the Hotel Problem.—Camping and motoring have long been allied, but the use of a car as a "sleeper" has been in most cases a sort of "regrettable necessity." An Oxford motorist, who appears to have encountered some lodging difficulties during a tour in Somerset and Devon in an all-weather "Albert," demonstrated the adaptability of his car to his personal advantage, perhaps also to his profit. By removing one of the front seats and the back cushion he converted the "Albert" into an excellent sleeping room and enjoyed "a most delightful camping holiday in it." A recommendation to the adventurous of the Service Motor Company's new model.



A NEW MODEL NAPIER-CUNARD TOURING CAR

The Press recognises the excellence of

THE SUPREME

SUNBEAM



"THE TIMES" says:—

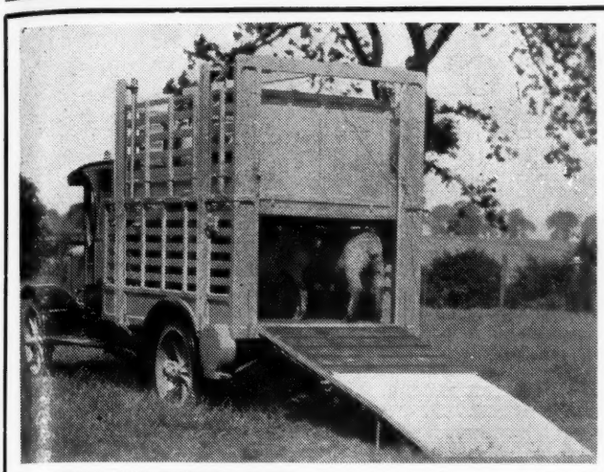
"The new 24 h.p. six-cylinder Sunbeam comes of blue-blood stock, and it well sustains its family traditions. I had only to go a few yards, with a change into second speed, before saying to myself—'Here is a well-bred car,' and settling into the seat, I prepared to enjoy the 70 mile run. . . . This chassis is quiet and well-balanced in running, the acceleration power rapid yet smooth, and high speed in relation to engine dimensions (the bore and stroke is 80 by 150 mm.) is obtainable. . . . Where, however, the makers are, in my opinion, to be congratulated, is in regard to the impression which their production imparts, namely, that the driver has at his command the assets of a big powerful car in the way of acceleration, speed, and so forth, yet is without that tiresome feeling—especially fatiguing on long journeys or when touring—of strained attention, generally attendant on the driving of a large car . . . . . is one which without doubt will add considerably to the owner-driver's joy of the road and at the same time detract appreciably from the normal expenses of running a really large car."

March 12th, 1921.

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Two O.K.-Juniors win Gold and Silver Medals in the Scottish 6 days losing only one mark between them

We have always said that the

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was a mount that would take you anywhere, over any roads, in any weather.

Its performances in all the classic trials of the last few years have justified that statement and its latest achievement as stated above is just another proof!

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It is essentially the economical Motor Vehicle—its hundred miles to every gallon and low upkeep cost make it so.

You should know more about this "little 'bus with a big heart." Ask for details and copy of our latest folder "Touring for Two" which describes the O.K. Passenger Machine—the daintiest of all such vehicles.

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The Motor Wheeler for Everyone

The Ner-a-Car creates precedent—nothing like it has ever before been seen. It is neither a motor-cycle nor a car; it combines the best of both. Two wheels for economy and convenience. Mechanical practice and construction of a car for comfort and safety. The cleanest thing on two wheels, motor driven.

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A Product of Engineers

The Ner-a-Car is the product of Sheffield Simplex, Ltd., makers of one of the highest-grade British cars. Beautifully finished in all-weather black, with mechanical parts completely encased and easily washable. In complete road trim, including electric and acetylene lighting, self-starter, and necessary tool equipment and requiring no further expense whatever.



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The

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A RETROSPECT OF DRESS

FASHION FAVOURS TWO WAIST-LINES, THE HIGH AND LOW—THE SLIP-ON WRAP IN ITS LATEST ASPECT.

IF they had visioned in the fullest degree the remarkable summer we are having our arbiters of fashion could not possibly have supplied us with more suitable or becoming attire. Materials and styles alike have contributed not merely to an appearance of coolness, but to an actuality far surpassing anything dreamed of as possible a few years back. Who then would have thought of walking about in low round *décolletage* and short sleeves? This privilege, however, has accounted for the great vogue accorded charmeuse, foulard and crêpe Marocain, materials that have proved fully as cool in the wear, if not cooler, than many muslins and cottons. Transparent materials, as *habitués* of tropical climates know only too well, are not by any means always advisable, since they require reinforcing by something opaque in the way of lining, whereas any of the above quoted silks are able to dispense with that extraneous assistance. And, looking back, the coolest apparelled women have been those wearing black, navy blue and brown gowns of these fabrics, many of the numerous befrilled muslins by contrast seeming almost hot.

Naturally, of course, there are occasions when silk is wholly out of place and must be replaced by something less pretentious, and when this occurs I think pride of place may be given to gingham and voile, both on the score of economy and practicability; while to those who can afford the time or a maid to keep them in the pink of perfection by constant ironing there comes the supreme attraction of that lovely handkerchief lawn and organdi, although where the latter is concerned there are certain criticisms flying about that make one wonder whether it will command the same attention next summer as it has done this year. Personally, I am of the opinion that it will be placed low down on the list of desirable summer materials, except, of course, as decorative detail, when it is altogether delightful, especially in the guise of those piquant little frilled falling collars than which nothing finishes more persuasively and demurely the low round *décolletage* that, if it were human, one could so well imagine laughing derisively at the *canard* started in the early months of the certain arrival of the collared throat. That women as a sex are capable of considerable endurance of discomfort where clothes are concerned is true, but the limit was reached at close-fitting collar with a thermometer registering nearly 100° in the shade.

But the really big and vital discussion at the moment, however, behind the carefully guarded screens of Parisian *ateliers* is the revival of the lightly boned corset. This, we learn from many authoritative sources, is an assured fact that will wheedle its way to acceptance through the auspices of evening dress, in which close-fitting bodices with seams curved to the form are to figure conspicuously. The modern *corsetière*, though, is a vastly intelligent and far-seeing person, and to-day walks closely hand in hand with the leading *couturière*, and both are well aware that the day has passed for any attempt to revive the wasp-like 17in. waist. That, in the light of latter-day appreciation of health and hygiene, would be intolerable, and no amount of persuasion would induce us to accept such a dictum. But there are clever compromises, and it is these that just now represent the big problem being solved.

The future, as far as we can see at present, promises a waist-line just a trifle below the normal or else slightly above, and as we hear rumours of *bouffant jupes*, together with long classical draperies, as likely to be allied with either of these waist-lines, the supposition to be drawn is that the *couturières* and *corsetières* between them are endeavouring to launch modes of a sensationally original character, modes that, when the present-day history of dress comes to be written, will be labelled distinctively as 1921 and 1922. To the dullest intelligences it must be apparent that reaction was inevitable after the elongated waistless form, and yet the general trend of taste is very reluctant to part with the elegant long length-giving draperies. From the Directoire period come some of the best inspirations, though that these will not be followed strictly in any sense is certain, a little raised-waist Récamier bodice being quite probably allied to a *bouffant* skirt; while one of classical draperies may equally be surmounted by an Early Victorian corsage, the skirt lightly wired about the hips. A lovely little evening frock after this *genre* was composed of ivory crêpe Marocain that fell in long, exquisite draperies, parting at one side over a full flounce of vellum tinted embroidered net, with which there went a real little Récamier bodice, the low, round *décolletage* finished by a deep *berthe* of the same embroidered net; while the final *pièce de résistance* was a deep folded belt of old pink chiffon velvet that fastened invisibly at the side and in front, and was pulled down to form a short point. Investigating the cause of the slightly outstanding hips there was revealed a frill of tarletan set in at the waist and finishing at the top of the hips. A forerunner of the old-time bustle? Well, yes; and frankly far less obvious and more pleasing than the visible wire or *baleine* hitherto adopted.

Meanwhile a more immediately interesting subject attracting attention is the holiday wrap, an example of which is illustrated. For the fashioning of these wraps there is almost an embarrassment of choice in boldly checked materials and frequently startling colourings, some of the materials being smooth faced, others rough and loosely woven. In the matter of build there is a general feeling for a greater shapeliness which, if persisted in, must inevitably oust the cloak. Several advance models recall the redingote, modelled on freer, looser lines than of yore and fitted with the prevailing wide sleeves that make a start from the waist and provide the easy slip-on wrap that has come to be regarded as such a veritable boon and blessing, since it is as wearable over a bulky coat and skirt as with the slimmest of gowns, and is consequently fully as practical as the circular cloak and considerably better fitted to cope with the colder days in view. L. M. M.



A WRAP FOR THE TRAVELLER.

Carried out in boldly checked material our artist's suggestion requires no elaboration to enhance its *chic* and usefulness.

SMART AUTUMN HATS



Becoming Hat, new mushroom shape in canvas ribbon, shot with gold. In black, gold, navy, coral and jade.

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Milanese Vest of good quality pure unweighted silk, with hemstitched pattern (as sketch). In pink, sky, mauve, yellow, or black.

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Dainty Patent Colt Cromwell Shoe, smart Paris heel, Gilt buckle as sketch. Grey, black, suede. Price 39/6

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The Fashion for

LACE TEA FROCKS



Lace is particularly fashionable in Paris this season; many of the smartest models being made entirely of lace over georgette and other soft clinging materials. Cream, white and black laces with foundations of bright colours showing through, or laces dyed in vivid colours are much in demand.

GRACEFUL TEA GOWN (as sketch), in good quality fine silk lace, mounted over a georgette slip to match, deep belt of georgette with long sash ends which can be worn as slight train or as large bow, deep points each side of skirt, and new long wide sleeves falling from waist-line. In ecru, black and black and white.

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The fine silky powder in the Bird's Blanc-Mange packet acts like magic. It enables you to change milk, Nature's great liquid food, into a solid mould of dainty nourishment, most deliciously flavored.

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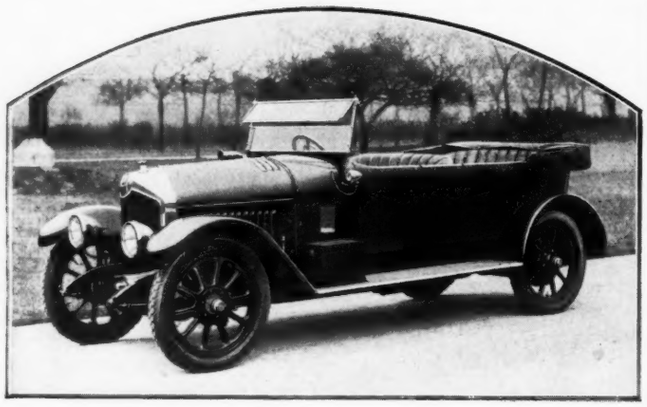
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is equalled only by the finest French creams. It takes only a minute to make, and is a complete dish in itself.

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The 19·6 h.p.

Crossley

The car with a great future

THE performance of the 19·6 h.p. Crossley on the road is so good as to cause owners to write in terms of sincere appreciation of its fine qualities. One owner, who incidentally is a motorist of wide experience, describes it as "the car with a great future," and his experience is shared by many others.

"ALTOGETHER the new 19·6 h.p. Crossley is a sample of British-built car which for neatness, soundness, and mechanical convenience will compare very favourably with any vehicle of its type in the world."
—*The Autocar.*

There are, of course, sound reasons for the excellent performance of the 19·6 h.p. Crossley. There is a marked advance in design and complete accessibility. The acceleration of the 4-cylinder engine is remarkable; the car can be driven on top gear at 5 miles per hour and rapidly accelerated to 60.

A trial run is the best method of investigating this fine car. Please write for full details and arrange a run to your convenience.

CROSSLEY MOTORS Ltd., MANCHESTER
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"As nearly mechanically perfect as the mind of man can conceive."
—The Motor.

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'PERFECTOS FINOS' are a larger cigarette of the same quality.

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P.856

SOME OUT-OF-DOOR ITEMS

PLANT BREEDING AT MESSRS. SUTTON'S.

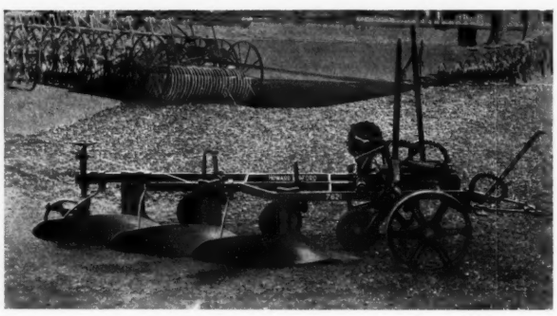
THE Society of Economic Biologists spent an interesting day recently at Messrs. Sutton's Nurseries at Reading. Mr. Leonard Sutton, Mr. E. P. F. Sutton and Mr. Noel Sutton received the visitors, among whom were Lord Bledisloe, Lieutenant-Colonel Sir David Prain and Dr. Russell. A point of particular interest made by Mr. Giles, who explained the plant breeding work in progress, was that in a dry season such as this valuable information was to be obtained concerning plants with a better constitution in resisting drought. These were selected and made use of as parental forms in future crosses. An experiment with mangels was demonstrated, the desire being to raise a strain which can be sown very much earlier than usual without fear of a large proportion running to seed. Plants of the new strain sown on February 1st and March 1st had stood entirely without running, though plots of commercial seed planted at the same time showed a high percentage of plants that had bolted to seed. This new strain may prove of great value to Midland and North of England farmers.

THE HOW, WHEN AND WHERE OF HOLIDAYS.

The 1921 edition of the Great Western Railway's booklet, "Holiday Haunts," has had such popularity this year that an edition of 20,000 copies was sold out in less than a month. A second edition has been printed and is on sale at the Company's stations, offices and bookstalls at 6d. Everybody is thinking of travel just now, and the pleasure of a holiday does not depend only on where one goes, but how one goes there. Part of the pleasure of going to Scotland, for instance, at this time of the year lies in the journey, with its variety of scenery. Those who have often travelled north by the same route on the same line have only to vary their route in order to recapture a great deal of the joy of the first visit. Although it is not the quickest route, a great many people this year are going to Edinburgh and the Highlands from St. Pancras, for the Midland line is laid through some extraordinarily beautiful scenery in Yorkshire wolds and Cumberland dells, and the restaurant service is excellent. The travelling facilities offered by the London and North Western Railway from Euston to Scotland will be in every way as good as in pre-war days. Five special sleeping-car trains are provided for the Highlands, Oban, Aberdeen, Perth, Dundee, Edinburgh, etc.; or corridor compartments may be reserved for four first-class passengers or six third-class passengers on payment of an additional 5s.

THE "HOWARD" TRACTOR PLOUGH.

A plough specially designed to withstand the strain of use with the tractor is the "Howard" Tractor Plough, manufactured by Messrs. James and Frederick Howard, Limited, of Bedford, one of



WINNER OF THE SILVER MEDAL FOR NEW IMPLEMENTS AT "THE ROYAL."

the firms associated with the Agricultural and General Engineers, Limited, Central House, Kingsway, W.C.2.

BARGAINS IN HAPPINESS.

A happy day is a wonderful thing, a treasure nobody can take away from one, something which is indeed saved up towards the rainy days. Many of us would think a happy day cheap at a cost of many pounds, and happy days at 1s. 3d. each would have the air of being bargains; yet if the happy day is for a little tired London boy or girl who has no other chance of seeing the flowers and the trees of the real country, playing on grass instead of paving stones, they can be got in any number at fifteen pence each. Even a better bargain is the happy fortnight in the country or at the seaside which can be purchased at £1, including all somebody's meals, good nourishing meals too, and somebody's bed, a real bed, snug and clean. Contributions large or small should be addressed to Mr. Ernest Kessell, Hon. Secretary, Pearson's Fresh Air Fund, 18, Henrietta Street, W.C.2.

COMFORTS FOR THE TRAVELLER.

The holidays with their abrupt changes of environment and occupation are often a little spoiled by such small troubles as sunburn or fatigue. Every woman will be well advised who, before leaving home, writes to Messrs. Dubarry et Cie., 81, Brompton Road, S.W., for their delightful booklet of "Holiday and Toilet Requisites," wherein their well known and excellent preparations—such as "Lotion du Docteur Dalcroze," by the use of which the possessor of the most delicate skin may enable herself to defy sun, wind and sea air, or "Colonice," a solidified eau de Cologne, most reviving to the traveller and which, being solid, cannot break and spoil the contents of the trunk—are fully described, together with many others.

VISITORS TO YPRES.

A great many people will be going to France this year to visit the scenes of the Great War. Most people will include Ypres in their itinerary. These visitors will find Lieutenant Wolley, R.A.C., and a staff of ex-officers in permanent residence, ready to give any information required. Applications should be made to Messrs. Dunn's Garage, Ypres.

From George the Third
To George the Fifth
One hundred years long.
Born 1820. Still going strong.

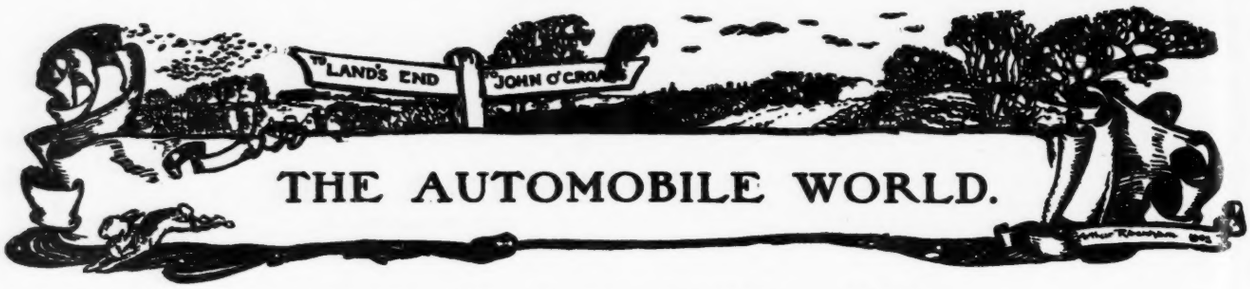


JOHNNIE WALKER TRAVEL SERIES
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JOHNNIE WALKER: "Is that to keep the evil spirits away?"
FRIEND: "Yes, all spirits are not as safe as yours."

Guaranteed same quality all over the World.

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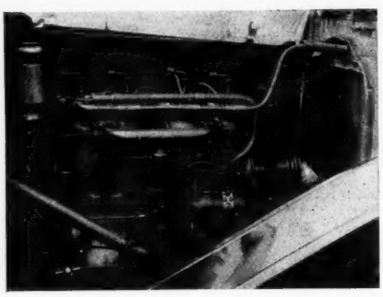
THE AUTOMOBILE WORLD.

THE 20 H.P. MORS CAR

IT was just before the last Olympia Show that the new model Mors car made its bow to the British public and was described in these pages. At the time I pointed out that the Mors struck me as being a chassis that gave great promise of being well above the ordinary in its performance, and was certainly somewhat refreshingly different from many popular cars in the merit of its design, its robustness of construction and general high-class standard of workmanship. Since that time I have had an opportunity of an afternoon's run on the Mors, followed by an extended orthodox test of the car, and I must say that all my impressions formed on the inspection of the chassis have been fulfilled completely and in some respects my pleasurable anticipations have been exceeded.

There are two models of the 20 h.p. Mors, the only important difference between them being that one has a stroke 10 mm. longer than the other, the engine dimensions of the smaller model being 90 mm. by 130 mm. This gives an R.A.C. rating of something like 20.08 h.p., which by a recent effort at liberality on the part of the Minister of Transport may be interpreted for purposes of taxation at 20 h.p., so that the tax on the car is £20. The car that I had on test was a short stroke model, but before getting down to it I may repeat something about the other model that has been told to me by Captain Malcolm Campbell, who is the concessionnaire for Mors cars in Great Britain. This something is so surprising that I know many readers will hesitate to believe it, but no one who knows Captain Campbell will doubt his word in such a matter as car performance. Captain Campbell assures me that, equipped with a sporting two-seater body, but withal a body of comfortable dimensions and properly upholstered, *i.e.*, no freak racing body, a 140 mm. Mors can be guaranteed to exceed a speed of 85 m.p.h., and the concessionnaire is prepared to give such a guarantee to purchasers who require it and presumably also to provide them with a Brooklands certificate. Now this is no ordinary performance for a car with a sleeve valve engine of quite modest dimensions which has all the desirable Mors attributes that make it an ideal touring car.

The Mors is one of those cars that makes one wonder wherein lies the justification for the highly expensive six-cylinder engine, for it would be next to the impossible for the ordinary driver sitting behind a Mors engine to decide definitely that it was not a six-cylinder, unless he raised the bonnet and assured himself by actual inspection that the engine had only four. Nearly all those features that are generally credited to the six-cylinder alone may be found in the performance of the Mors — its silence is proverbial, its smoothness of running could not be improved upon. There may be a suspicion of a period at maximum speeds, but it is a period most probably connected with the valve operating gear—it is damped out when the engine is a six-cylinder, but exists nevertheless. I have been on a Mors car that would travel at five or sixty-two miles an hour on top gear. The car I had on test would not do quite so well as this, and during the whole time that I had it I made no serious effort to ascertain its maximum speed capacity because its engine had only just been completely overhauled and its bearings were tight. Therefore the maximum speed of the Mors while I had it in my hands was 43 m.p.h., but the car attained and maintained this figure with an absence of effort that can only be described as fascinating. There was no sound from under the bonnet except the hiss of air through the Zenith carburettor, which, indeed, for some reason I did not discover, was much noisier than this instrument usually is.



THE MORS ENGINE SEEN FROM THE OFF-SIDE.
Among other details are shown the generous water jacketing of the induction pipe, and the unusual type of compression tap.

Of engine mechanical features worthy of mention, perhaps the small diameter of the water outlet at the top of the radiator is somewhat surprising, but it would be absurd to suggest that the Mors cooling system is not entirely efficient. As a matter of fact, very soon after I took over the car the fan belt broke, and I did the whole of my travelling without this adjunct. Nevertheless, the engine remained surprisingly cool always. As is right and just, the Mors dynamo is positively driven, and it is mounted in a quite accessible position on the near side of the crank case, its drive being provided by a continuation of the water pump spindle to which it is attached by a flexible disc coupling.

One of the very few features about the Mors that I am inclined to criticise is connected with its dynamo, or rather its electric system generally. The lamps are of the single pole type and the frame is used as an earth return. Now, theoretically, there is nothing against this system, and it is of course commonly employed on American cars; but it is my fancy that the two pole idea is better, and it is a matter of fact that two pole bulbs are much more easily obtained at the average British garage. This is only a personal whisper of criticism, and apart from it the Mors electric equipment is certainly very efficient. The starter got the engine running in a very few seconds every morning and incidentally emphasised a Mors engine feature. This engine for some reason is rather difficult to turn by hand if one decides to start by using the starting handle, as I did on several occasions in order to spare the batteries; but although the engine is stiff to swing, it starts with wonderful ease so that should the electric starter decide to go on strike at any time, the Mors owner need not have any qualms as to his ability to get going *via* the starting handle.



THE 20 H.P. MORS AMONG THE SURREY GORSE.
One of these photographs affords an illustration of this car's wide steering lock.

NAPIER

Six-Cylinder Motor Carriages

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The feature of the 40-50 h.p. Six-Cylinder Napier—the genuine post-war car—is its super-excellence.

It is Napier's policy to maintain and improve this standard always.

At present there is no possibility of the price of the Six-Cylinder Napier being reduced. To maintain its present high standard as the World's proved Best Car, the Napier chassis remains at £2,100.

Its original design, high grade workmanship and materials, with its wonderful road performance ensures the maximum value for money.

The Six-Cylinder Napier is *not* an expense —it is an investment.

Full particulars on application

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Works: ACTON, LONDON. W.3.

Of Mors engine power there is little to be said, for it is one of those things that may be taken for granted. There is more than enough for all ordinary requirements on the road, as may be gathered from the fact that a standing start was effected on the steepest gradient on Brooklands test hill, 1 in 4, without the slightest difficulty. Also, on the regular test route which has been frequently described in these pages, the Mors only called for bottom gear when we accidentally stopped on one of the steepest hair-pin corners. The big car mastered every gradient without any effort, without the slightest hesitancy and, even more attractive, without any fuss or suggestion of strain from under the bonnet. The clutch of the car is one of its real assets. It is one of those pieces of mechanism that seem almost too simple to work satisfactorily and which are yet obviously going to give maximum service with a minimum of trouble if they will work at all. The Mors clutch certainly does work. It consists of an internal expanding band constructed on the same lines as a conventional wheel brake. It seems impossible to conceive that the Mors clutch should ever get fierce, and if ever it should suggest slip, the remedy should be extremely simple, for the clutch is very accessible and its fabric lining could be very easily treated if necessary. It gives most delightfully easy starts from rest and it makes gear changing as near a pleasure as gear changing is likely to be with a four-speed sliding pinion box. Although double clutching is advisable when changing down with a box of this type and on a car of Mors size, I found that it was not absolutely necessary to effect a really quick and silent change. Sometimes the clutch stop appeared a little weak in its functioning and getting in first speed when starting away from rest was accompanied by a certain noise that bespoke a lay shaft that was not stationary, but once the car was in motion, gear changing was delightfully easy and it was further assisted by the very sensible design of the Mors gate which gives a straight pull from first to second and from third to top, and the reverse position is on the inside of the gate, where it cannot possibly be entered by accident. The whole transmission of the Mors is obviously constructed to a high standard, for it is very silent in working and even the indirect ratios of the gear-box are much quieter than is often the case.

Over Mors springing I am not inclined to become enthusiastic. I would not suggest that it suffers from any drastic failing, but I have certainly sampled many cars of Mors class which leave the Mors far behind in the matter of suspension. In fact it is this and this alone which prevents me from characterising the Mors as the very best four-cylinder car I have ever sampled and I think that with about two exceptions all the well known four-cylinder cars have now passed through my hands. The Mors engine is undoubtedly a genuine triumph in power units and the car as a whole ably seconds the efforts of the engine to give the owner a vehicle of individuality, of character and of merit quite above the ordinary run.

Certainly the Mors car *ought* to be well above the ordinary run, for it is, I believe, the most expensive four-cylinder chassis on the British market, costing, as it does, £950. The complete car, with a touring body by Lawton and Goodman, which is standard equipment, works out between £1,300 and £1,400. The body is very elegant in appearance and in finish is quite in keeping with the chassis that has to carry it, but it is little, if any, better than many other open touring bodies as regards the accommodation it gives in its rear seat. This I must say is much higher than I like, and the sides of the car do not give to the passengers that feeling of ensconced comfort which is so pleasing, but for an unaccountable reason, so rare. I think I have sampled perhaps two or three touring cars of which the back seats leave little room for a complaint. The Mors is not one of them.

There is a detail of the complete Mors car which with most cars would be justly termed a feature of the bodywork, but in the case of the Mors belongs to the chassis. This is that in the valances at either side of the car is incorporated a box which on the near side carries the accumulators and on the off side carries the tools. This idea of carrying the tools in a compartment in the neighbourhood of the running boards is emphatically a good one and one that I am glad to see is increasing in favour. The valances of the Mors car are part of the chassis and not of the body, with the result that should a purchaser decide to invest in a Mors chassis and have a body fitted by his own builder, he will secure this useful asset automatically. But with the ordinary touring body supplied with the car, the boxes come rather close to the front compartment and it is inevitably a matter of very short time before the one on the near side is unpleasantly scratched by the driver or the passenger at his side.

Taking a broad view and regarding the Mors car as a complete unit, it is very difficult to find serious fault with it and to suggest where it may be usefully improved. It is a very fine touring vehicle and such little details as a table which folds away in the panel in the front of the rear seat, help to make the car one of distinct individuality. W. H. J.



SEVERAL INTERESTING MORS DETAILS ARE SHOWN IN THIS VIEW.

The positive drive for the dynamo, the box for the accumulators on the running board let in to the valance, and the table in the tonneau should be noted.

NEWS OF THE WEEK

ACCORDING to a recent utterance by the Chief Constable of Carnarvon, five minutes is a reasonable time for a motor carriage to be stationary on the highway. This decision of the length of time owners may leave their cars without police interference arose out of complaints of local motorists that their motor vehicles were apt to be "moved on" almost as soon as they stopped. How the authorities expect ladies to be able to do their shopping on market days with only a five minute halt of their motor carriage outside the various business premises is hard to say, but it certainly is not practical. It is now become necessary to have proper places in every town where the police will permit cars to stand until their owners or passengers wish to proceed. London has a small sub-departmental committee trying to settle such parking sites for the motor car drivers in the Metropolis. These are eagerly looking forward to the issue of the report wherein recommendations to the Home Secretary will be made as to the suggested private carriage stands for London. Now this is equally as important in every town and city in the United Kingdom, as, if all the rulers of local roads take the limited horizon of the Chief Constable for Carnarvon, motorists will be in constant conflict with the police on this question. In French towns there is always a Grand Place in which visitors are permitted to leave their cars all day if they like, quite unattended. Penrith has a similar square near the Post Office, where cars are left while their passengers do their marketing in this town. Motorists are the last people in the world to wish to cause any inconvenience to any other person, yet they are always being harried, accused of wanting all the road to themselves, and fined for leaving their cars in streets while, at the same time, no effort is made to direct them to thoroughfares where the small amount of traffic would not be impeded one iota if the cars were permitted to stand there until wanted to convey their passengers on their journey. It is time that every motorist on the Bench, a County or an Urban District Council, took steps to see that the chief constable in his district decided on certain places in each town or village where motor vehicles would be allowed to park for any length of time found desirable, which is certainly longer than five minutes as a rule.

INCREASED TOTAL OF MOTOR VEHICLES.

There is no reason to doubt that the demand for motor vehicles of all kinds is increasing, as the statistics that are available in the various Consular reports bring up the total of motor carriages, commercial and agricultural motors to the approximate round figure of 12,000,000. Great Britain's share of this figure is roughly, under 600,000, while the United States claims 10,000,000 as her proportion. Canada with its comparatively small population has one motor vehicle to every 21 persons; New Zealand one to every 41; Australia one to every 64, and the United Kingdom one to every 110 persons. Cuba, which may be regarded as part of the United States of America for a motor census, has one car to every 94 persons. The reason why all these

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is offered in the Bugatti at the new reduced chassis price of **£650** reduced from £735.

Its recent phenomenal run of big successes qualifies it as the finest engineered Light car procurable.

32 places out of 34 events is certainly a wonderful achievement, especially as these were all accomplished in the last few months on a standard model.

GUARANTEED SPEED 65 M.P.H.
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BUGATTI

Every Quality a car can have

DESIGN — *THE design of the JOWETT Car is all that modern motorists desire, embodying a long, low and smart appearance, with sufficient width to ensure passenger accommodation and road worthiness at high speed.*

COMFORT — *The JOWETT is exceptionally comfortable, seats being very wide and well upholstered, whilst the springing is specially good.*

POWER — *ITS original horizontally opposed water cooled twin engine has proved itself the ideal power unit for light cars, developing great power without vibration, reaching a speed of 40 m.p.h. with ease, and having very marked hill-climbing qualifications. This "little engine with the big pull" will go anywhere and climb anything.*

RELIABILITY — *THE fact that the JOWETT was the first light car to be made and registered in 1911 is proof that here is no car of unknown qualities. Each succeeding year has shown further evidence of its reliability, until to-day it is proverbial.*

ECONOMY — *THE 8 h.p. JOWETT costs £300 complete with Electric Lighting Set, Speedometer, etc. Tax £7. Petrol consumption 40 to 61 m.p.g. Oil 1,500 m.p.g. Weight 8½ cwt. Light on tyres, depreciation and repairs practically nil.*

Write for illustrated particulars and address of nearest Agent.

JOWETT CARS Ltd.,
IDLE, BRADFORD.

The Jowett
First in 1911—Foremost ever since

countries have a greater proportion of cars to population than our own country is that, here, the working and middle class population are better catered for by motor omnibus, and such like public hackney carriages, and suburban railways than are the peoples of America and our Empire beyond the Seas. In America an artisan can purchase a motor car for the wages he could earn in six or seven months; consequently the artisan class in America bought a very large number of cars to take them to their work and bring them home again. It is by reason of this lack of facilities for local transport that the American manufacturers were in a position to produce motor vehicles in tens of thousands to feed their own home market demands. We have seen in the past two years how "mass production" has failed in Great Britain for want of this local demand, yet the actual number of motor vehicles sold in this country is showing a steady increase. Consequently it may be noticed that our motor vehicle manufacturers are preparing for a more modest output than they formulated in 1919–20 in the coming season 1921–22. At the same time this output is more than double the last pre-war year's manufacture of automobiles in Great Britain.

HINTS FOR TOURISTS.

A few suggestions for the motorist on tour may be appropriate at this season of holidays. "Brevity is the soul of wit," so these remarks shall conform to that maxim.

Always carry a small pint tin in order to fill the engine sump easily. Large tins are difficult to handle and usually waste oil in refilling.

An inspection lamp with a long wired connection should always form an item in the touring kit. Its uses are a thousandfold, including illuminating sign-posts to read their directions at eventide.

Carry an ordinary pair of blue sun glasses (spectacles) if you are driving yourself, as the glare of the sun when sinking in the west has caused accidents. Wearing them you can defy its dazzle, also those of headlights.

If water splashes are numerous and you fail to carry one, when you have been hauled out by the kindly horse and chain, take the plugs out of the engine and crank the water out of the cylinders by hand. With ordinary good fortune, the plugs dried, wiped and replaced, the motor will re-start at once; if not, a few drops of petrol injected through the compression taps should cure its obstinacy, provided the magneto is dry.

If driving a car with central control gear do not forget to warn the passenger by your side not to cover the brake lever with his rug or coat. Drivers have run into various hazards through grabbing at the lever and grasping a rug instead at a critical moment.

WHEN BUYING A SECOND-HAND CAR.

OWING to the prevailing epidemic of motor car thefts and the difficulties in which a person buying a stolen vehicle is likely to become involved, the R.A.C. desires to draw the attention of the purchasers of second-hand cars to the necessity of insisting that the Registration Book be handed over to them before parting with their money. This provides a very good, though not infallible protection, as the Registration Book establishes the ownership of the car and, to some extent, confirms the right of the vendor to sell it, and it is obvious that in most cases, if the car were stolen property, the Registration Book would not be forthcoming. A case illustrating this point was brought to the R.A.C. solicitor a few days ago by a member of the Club who had bought a car which, it was subsequently proved, had been stolen. He was obliged, of course, to surrender his purchase to the rightful owner, finding himself with no alternative but to commence a legal action against the vendor for the recovery of his purchase money.

ILLEGAL SPEED LIMIT SIGNS.

IT came to the knowledge of the R.A.C. a short time ago that warning signs denoting a speed limit of ten miles an hour had been erected in Newcastle-under-Lyme. It was ascertained that the signs had been set up by the Borough Council without the authority of an Order of the Ministry of Transport under the Motor Car Act, and representations were made to the Ministry with the view to securing the removal of them. The R.A.C. is now informed by the Ministry that the signs are being removed.

The General Purposes Committee of the Bolton-upon-Dearne Urban District Council at its June meeting resolved to erect notice boards limiting speed to 10 m.p.h. The R.A.C. immediately communicated with the Clerk to the Council pointing out that the Council had no power to take such action without legal authority and stating that if unauthorised signs were erected the Club would take steps in order to have them removed. After considering the matter again the Council has withdrawn the proposal.

A NEW DAIMLER CAR. 20 H.P. FOUR-CYLINDERS. CHASSIS PRICE, £750.

THE Daimler Company announce the marketing of a new 20 h.p. four-cylinder car, the production of which has been in hand for some considerable time. The delay in putting it on the market has been due to the dispute with labour, and now that this is settled, both locally and nationally, and the workmen have agreed to accept the terms offered them, the Company are able to market this model at the reasonable price of £750, which places the car among the several fine values obtainable to-day. Suitable bodywork will be available at proportionate prices.

The Stanley STEAM CAR

AN INVITATION

Before you purchase your next car we invite you to come along and see the STANLEY STEAM CAR. Bring with you all your doubts and prejudices and let us take you for a trial run. YOU can make the conditions and chose the tests—drive the car if you like.

Then compare the Stanley performance under all conditions and tests with that of the finest petrol car of which you have knowledge.

Particularly compare—or rather contrast:

1. Power of acceleration.
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3. Sweetness of running.
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5. Behaviour in traffic.
6. Reserve of power.
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We have no fear of the consequences. We know that you will become a Stanley enthusiast. Will you accept our invitation?

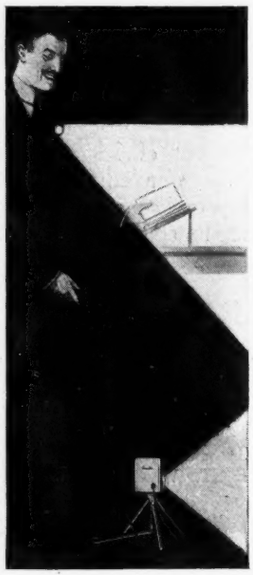
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THE new "Electro Automate" Tripod Strap Lamp, as illustrated, is invaluable to Motorists, Travellers, Residents in the Country, etc. Extension Button Hole Lamp gives a big white light and will fasten to any part of cap or coat.

"ELECTRO-AUTOMATE"

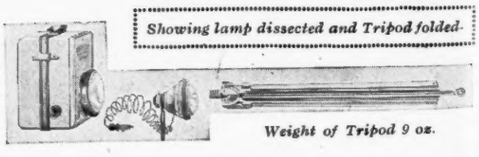
generates its own Electricity by foot (leaving both hands free) and no batteries or refills are required. It is always ready for use, lasts for ever, and is guaranteed. Lamp is easily detached and folds into small space.

Price £4 post paid

Doctors' Laryngoscope can be supplied for use in addition to Button Hole Extension at extra charge of 10/-

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Showing lamp dissected and Tripod folded

Weight of Tripod 9 oz.

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DRESS DISCRIMINATION

THE CATHOLIC CHOICE IN AND IMPORTANCE OF SLEEVES.

THE dress world has settled into a comatose condition. Anyway, that is the surface suggestion. The shops are wrapped in the mysterious rite known as stocktaking, a procedure during which they are better left alone. Behind carefully drawn curtains, however, our arbiters of fashion are holding serious conclave, the great triple alliance of *couturières, corsetières* and milliners arguing the closest points and details, for there are big developments at hand.

Dress and everything pertaining thereto constitutes one of the largest industries in the world, and the high artistic level it has attained of late years makes it also of great educational value. The leading exponents are cultured to the finger tips in periods, pictures and countries, while they are past masters in the knowledge of what comprises good artistic *ligne*, besides being students of individual requirements and personalities. They know, too, that they have a discriminating public to deal with, especially the well dressed fraternity, who are almost as knowledgeable as themselves.

The sure sense of knowing what to avoid is every whit as valuable as knowing what to accept. The days have gone by for the foolish following of any fashion that comes along. At the same time it is equally important to fight down prejudices and the desire to cling to stupid conventions. It is as impossible for dress as for anything else to stand still ; it must either progress or retrogress, and the one unpardonable sin in connection with it is monotony. Naturally, there are sure to be exaggerations at the commencement of a fresh season, and a nice point to be decided is where a justifiable development ends and these begin. Of course, there are some women who plunge headlong, accepting every decree that appears, especially if it reaches them straight from Paris: whereas there is no one more wary than the *vraie Parisienne élégante*, who seldom abuses fashion and invariably dresses, moreover, in accordance with her surroundings.

The really intelligent woman, however, the world over, dresses to her station in life. If, as is most probable in these days, she has certain household tasks to perform, she never makes the mistake of attempting to conduct these in a smart charmeuse frock, silk stockings and elaborate shoes, selecting rather some simple dark dress of serge, or, perhaps, a washing overall, neat, comfortable *glacé* kid or suède shoes and lisle hosiery, changing for the street and her shopping into a quiet tailor-made, which, in due course, is removed for a house or tea gown. Nothing ruins the hang, fit and appearance of a tailored suit sooner than lolling about in it in the house. Better far few clothes and good, with harmonious equipments in the shape of hats, shoes, stockings, gloves, etc., than a lot of inexpensive garments and nothing matching in the way of etceteras. Haphazard dressing this, that is not only the antithesis of intelligence, but the sure insignia of a slovenly, careless mind.

Again, there is a vast deal in the art of puttin' on one's things—as, for example, getting the arms well into a coat and also seeing that this is accurately poised on the shoulders. Equally important is care with skirts, which seldom lose their hang if properly coaxed into the decreed position at the waist, and if every single hook and eye or press-stud, no matter how many there are, is conscientiously fastened. To some, perhaps, all such advice as this may appear stupid and superfluous, but from close observation I am persuaded that neglect in these small essentials is extraordinarily prevalent ; as also is the lack of care of clothes when not in use. In these days of improved wardrobes and hanging cupboards, especially devised for hangers, practically everything, including blouses, can be hung up and thereby retain the natural folds. It does not matter how closely they are packed or pushed together, as one sees them in shops, whereas a week folded up in a drawer is liable to work havoc.

Reviewing the dress future as far as it is indicatee yet, I am inclined to think that two notable features will be sleeves and sashes. The importance of the former is already clearly apparent, scarcely a new model being shown without some original *manche* or other. The general tendency is towards width, which in many instances is excessive. There is a sleeve, usually expressed in a transparent material, that commences at the waist and is carried in a perfectly straight line to the wrist, a real travesty of the Chinese, capable of holding a whole kennel of small Pekingese. Sometimes one sees this style caught to the wrist by a narrow bracelet of ribbon and long floating ends, otherwise it slips up and down the arm in most intriguing fashion. Another delightful fancy leaves the upper part of the arm bare, a join occurring about the region of the elbow, where it is continued to the wrist usually in the form of floating draperies.

For heavier materials there is a veritable *religieuse*, that works its way out of, and in one piece with, the corsage, gradually widening out the whole way and turning over at the base to form a cuff. A pale grey *marocain* arranged after this manner was created with rather high *décolletage* that spread itself out, however, from shoulder to shoulder and had a waist garniture of mauve clematis pressed open quite flat to the figure, with which there was worn an adorable shady hat of pale grey felt wreathed with clematis. A more reasonable style is the kind of sleeve illustrated and one with which much play is being made in the way of ornamentations. Frequently this trimming ascends to above the elbow, expressed in silk or beads or both. Again, as in our pictured example, there will be introduced a facing of contrasting material, enhanced by broderie or braiding. On this black crêpe *marocain* a delicate cream material is worked in Rumanian colourings of red, blue, orange and touches of black. The contrast of the full pleated skirt and flat little bodice is supremely effective, a large share of the success resting on the sash and the tasteful drapery accorded this adjunct. The ends of the back appear to be just looped over and fall to the hem of the skirt, thus becoming more or less loose floating panels, which a deft touch suffices to bring slightly forward. It is in every respect essentially a gown of the moment and one, moreover, of the useful standby order that no properly equipped wardrobe fails to possess. L. M. M.

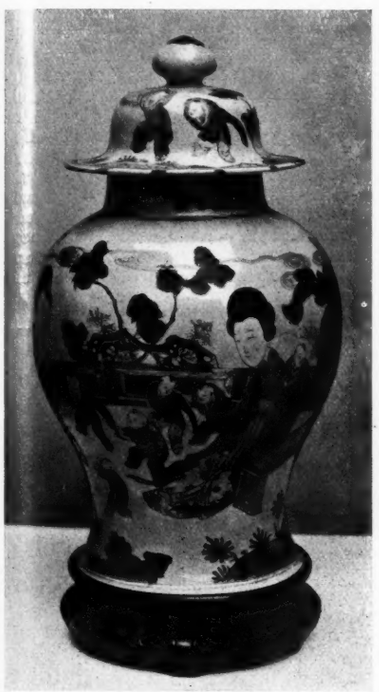


A SIMPLE AFTERNOON GOWN.

GLORIES OF CHINESE ART

THE OLD CLOCK IN THE HALL.

IN knowledge of the technical capacities of his craft the Chinese potter was immeasurably superior to his contemporary craftsman in Europe. The composition of his porcelain remained for ages a family and trade secret. When imported into Europe it became the subject of many experiments in attempts at reproduction and, although no complete success is recorded, the stimulus to experiment led to the discovery of other varieties of porcelain. The first important consignments of china came to England through Dutch sources, and later by the East India Company. Towards the end of the seventeenth century Chinese porcelain was in great demand throughout Europe, and agents representing all nationalities were giving orders for it in China. It was then the reign of the Emperor K'ang Hsi (1662–1720) and the craft was enjoying the greatest commercial prosperity it had ever known. The barriers of Chinese exclusiveness apparently were broken



ONE OF A PAIR OF WHITE K'ANG HSI VASES, WITH COVERS, DECORATED IN SEVERAL COLOURS.

down: not only was there no embargo to trading with the "foreign devils," but the potter made pieces designed to suit the European taste. The enormous development of the manufactories was no less extraordinary than the high quality and variety of the wares made in them. In this K'ang Hsi porcelain the biscuit is of the purest, the glaze of the clearest, and the decoration most accomplished. This is evident in a fine collection belonging to Mr. Frank Partridge of King Street, St. James's. Of the purest white are the bodies of a pair of magnificent jars of massive proportions with covers—however brilliant the enamel is, the outstanding effect is of purity. The contour swells in a convex curve from the neck to the shoulder, then narrows a little to the waist to sweep out to the foot. The cover has a wide, flat rim and a dome surmounted by a compressed spherical knob. Upon it are exquisitely painted boys, rocks and landscape; the decoration of the neck consists of symbolic utensils, while the body of the jar is occupied by figures of Court ladies, boys, trees and rocks of beautiful and delicate colouring—blue, green, touches of red and yellow—*famille verte*.

Of equally beautiful but different decorative scheme to the foregoing is a pair of cylindrical vases with ground of powdered blue. The rim of the lip is in gold decorated with a fret; the neck has gold ornament; the body covered with gold tracery, bears white panels brilliantly enamelled with birds and flowering prunus in *famille verte*. In contrast to these is a pair of slender-necked bottles whose profile passing down by an exquisite curve widens out lower down and turns inwards near the foot. It is perfect proportion. Near the lip is a blue band with pendants; on the body Kylins play with brocaded balls. In *famille verte* likewise is a very fine oviform vase which, like the large jars, has Court ladies for its chief subject. Here they are shown seated at a table playing games while others look on. The treatment of landscape, which shows the usual trees, rocks and wisps of cloud, is here very fine. The shoulder of the vase bears a band of diaper ornament. These are a few specimens in this very important collection.

Prominent among the necessary furniture in the hall of the old house was the long cased clock whose gentle reminders of time passing were heard when all else was silent. Stately pieces of furniture they are, some in plain wood, others in marquetry cases, or in lacquer with silver or gilt dials. A remarkable specimen of the lacquered clock is exhibited in the Byron Galleries, Savile Row, W.1. It belongs to the giant race of grandfather clocks and is practically equal in height to that in the once popular song of the name, which was "taller by halt than the old man himself," the height being 8ft. 6ins. Its greatest charm is the wonderful mellow colour scheme of gold, black, red and yellow and the profusion and variety of decoration. The case is richly decorated with floral ornament and diaper patterns upon which are panels of flowers. On the door, which has an arched top, is depicted a Chinese garden with figures of ladies among the plants, the corners of the panel being filled with intricate ornament on a quiet green ground. Of similar treatment, the base contains a panel with flowering plants and a bird on a light ground, the lower mouldings being lavishly decorated with small ornament, the upper containing a panel with cloud forms. The sides of the case are carried out in equal profusion of ornament and, having been less exposed, are even brighter than the front or the head, which is decorated in like fashion. It has two turned columns designed with flowers on a dark ground which support the ornate arched cornice crowned with three vase finials. The dial is also arched and decorated with intricate metal ornament. A medallion at the top bears the inscription, "David Lockwood, Swaffham." Beside the clock is a fine old Italian bed with turned posts, vase finials and baluster legs. The framework bears a fascia richly carved with scroll ornament and heads, above which are mouldings and a balustrade. At the head of the bed is a series of pillars from which five arches spring, their broad faces decorated with scroll ornamentation. From the middle arch rise three finial spikes, from the others two. Beneath the middle arch is a painting of a child, with a book and a figure in attendance. Probably a spice cupboard, or even a small armoire for special purposes was the function of a small oak cabinet of the early sixteenth century, which measures 28ins. square by 1ft. deep. Its two doors have panels of linenfold on the outside and inside and hang on ancient external hinges.

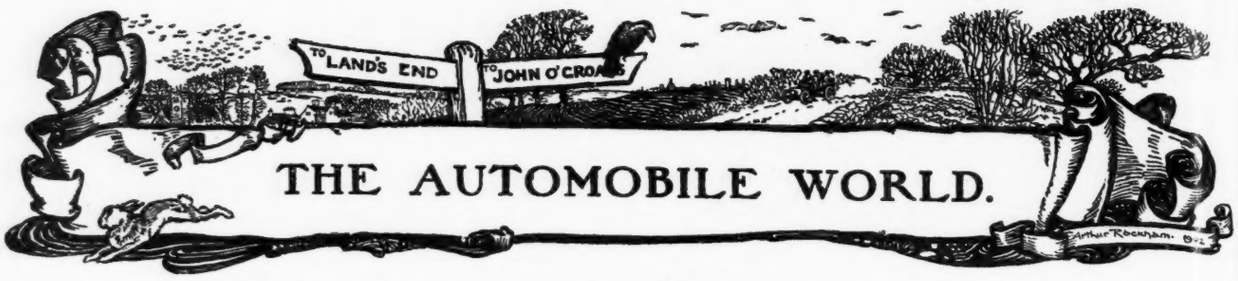
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THE 16—20 H.P. CUBITT CAR

IN those first six or eight months following the Armistice, when the motor world was full of innumerable and often very wild rumours of what some enterprising firm was about to do to revolutionise motoring in this country, no announcement created a deeper impression than that of the impending Cubitt car at £298. The car was to have a four-cylinder water-cooled engine of the very popular and very expensive size of 15.9 h.p., a four-speed gear-box, a worm-driven rear axle, and practically everything else that had hitherto been associated only with costly motor cars. It was openly said in many quarters that the Cubitt would never materialise; in others it was stated that if the car did materialise its marketing price would be at least twice that originally announced. Those who refused to believe the possibility of the Cubitt have been completely confounded, and the car has been leaving the factory at the rate of fifty or more a week for the last year. It is a fact that its originally announced price has not been maintained, but it is also a fact that at its present price of £442 the Cubitt has no competitor in Great Britain. There are a few American cars that sell at a lower figure, but none of them offers quite the same value as the Cubitt, and none approaches it in what may be called the expensiveness of its specification.

The car belongs to that medium powered class of vehicle which, as I have said on previous occasions, is the car of the present and promises to be the car of the future. A 15.9 h.p. engine is sufficiently large to take a commodious and fully laden four-seater touring body anywhere, but it is not so large as to become a burden by virtue of its tax, or maintenance costs, and the chassis that carries the Cubitt engine gives one to wonder even more how it is sold for the money. It is a chassis, that both in design and construction, will compare very favourably with that of many quite high priced cars. It is light, but it is only light in relation to the horse-power of its engine, which is the true meaning of lightness as applied to motor cars. It is substantial beyond all doubt, and the body which completes it is in full keeping with that type of body that one usually expects to find on a 15.9 h.p. chassis; in fact, the Cubitt body has many points of superiority over some bodies of similar powered cars which I have tried. Both its front and rear seats are most carefully arranged, as regards their angles and their upholstery, to give maximum comfort, and the rear seat of the Cubitt compares very favourably with that of plenty of high priced cars, irrespective of their horse-power. It is not an easy matter to secure a really comfortable rear seat in a four-seater touring body, as is proved by the rarity of these things; but the Cubitt body designer has succeeded in doing what many have failed to do. Nevertheless, there is one Cubitt feature connected with the general question of comfort that I do not like. This is that the car has no hand control for the throttle, and the accelerator pedal could be disposed much more conveniently than it is—small matters both of them, and taken together one that the makers could surely afford to improve.

Simplicity is a characteristic of the whole chassis and of the complete car, and it is simplicity of the very best kind, making as it does for the avoidance of unnecessary expense in construction and for maximum economy and ease of maintenance. The engine has four cylinders with a bore and stroke of 80mm. by 140mm. with the cylinder barrels and the upper half of the crank case cast in a single unit. The head is detachable, and no valve caps are provided, a feature of construction that, it will be remembered, I have already particularised as characteristic of several best class modern cars. As is the case with the car as a whole, straightforwardness of construction may be described as a dominant note of the Cubitt engine. It is an extremely clean over-all unit; there are no superfluous excrescences, and the roomy bonnet under which it is housed contributes to its commendably high degree of accessibility.

On the exhaust side, where are also mounted the valves, there is the dynamo combined with coil and distributor which provides the ignition. The Cubitt was one of the first, if not the first, of British cars to discard the magneto entirely, and if the experience of the makers of this car and that of those who have used the cars is anything to go by, the magneto will assuredly become a thing of the past. The Cubitt ignition system seems to be entirely reliable and as simple as the most non-technical of users could desire. In practice I found that the starting of the Cubitt engine was consistently easy. The starting motor was always ready to turn the engine when it was stone cold, and a very few seconds of effort on the part of the motor resulted in the engine taking up the drive. The very unusual slow ticking over that is obtainable with the Cubitt may in no small measure be due to its ignition system. I think that the Cubitt engine that passed through my hands was quite the best that I have ever tried in this respect.

It would be idle and senseless to pretend that in the matter of road performance the Cubitt is a serious competitor of those cars which cost three or four times as much money to buy. Such a claim is never made by the manufacturer, and the man who buys the Cubitt must realise that he can hardly expect for £450 just all those refinements of performance that another man would have to pay from £900 to £1,400 to secure. On the other hand, there are very few things that can be done by any medium-powered car that cannot be done by the Cubitt. The only difference is to be found in its method of doing them. For instance, at ordinary touring speeds, say, about 25 m.p.h., the car runs as smoothly and as silently as any, but add another ten miles an hour on to the speed and the Cubitt loses that smoothness and silence of running which is such a desirable asset. The speed capacity of the car, judging from my own experience, I should say is up to 45 m.p.h. Its flexibility is very creditable, and it will maintain its eight miles an hour on top gear indefinitely. In the matter of hill climbing its performance is distinctly above the average for a 15.9 h.p. car fitted with a four-speed gear-box. In fact, the Cubitt comes very near to being a top gear car, and it is only for very stiff hills indeed that a change down in ratio is necessry, and never once during the time that the car was in my hands did I find it necessary to drop down to bottom gear to climb a hill. Normally, all starts are made in second; if bottom gear be used, a start can be made with ease on the steepest of gradients where the wheels can secure a grip. The steep



APPROACHING THE FOOT OF BOX HILL.

THE Lanchester "FORTY"

Character

AMONG cars of true character the Lanchester "Forty" holds an enviable position. It is the latest in the long line of successful Lanchester Cars and exemplifies the supreme achievement of modern automobile engineering. In appearance there is no more elegant Car in the World, and to drive it and experience its wonderful power and flexibility is to realise to the full the extreme pleasure of Motoring-de-luxe. Will you make an appointment for a trial run?

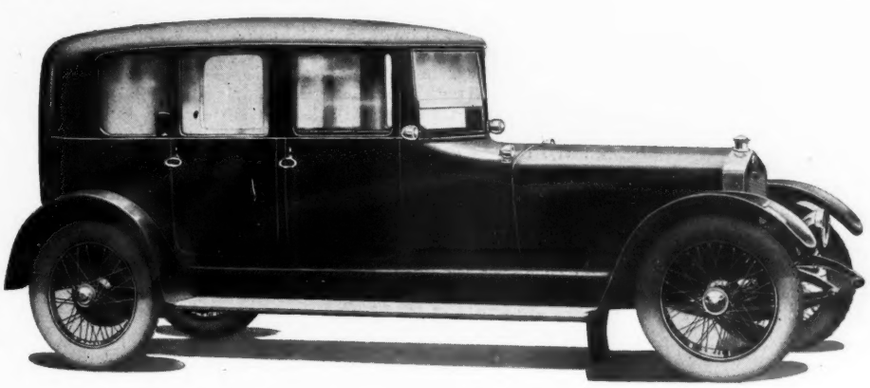
Read the following extracts from the Press:

A run on the Lanchester raises fresh enthusiasm, for it is a type of super Car which is about to make a new era in motoring.
"The Autocar."

The new Lanchester is a wonderful Car and a tribute to the British Automobile Industry.
Car Illustrated."

The makers have made a bold bid to be answerable for the best Car in the World.
"The Tatler."

As we have said before, we have never ridden in, or driven a finer car than the new Lanchester.
"The Motor."

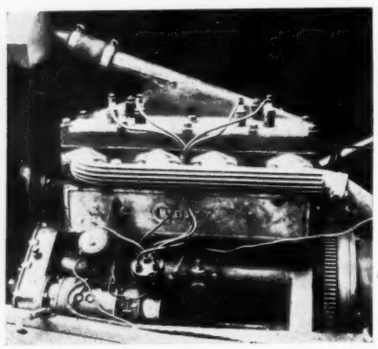


Catalogue and photographs sent on application.

THE LANCHESTER MOTOR CO., LTD.,

95, New Bond St. London, W.
Armourer Mills. Birmingham.
88, Deansgate, Manchester.

hill leading out of Arundel was climbed from a standing start on third gear, which is a performance that can be regarded as creditable irrespective of the power and the type of the car that achieves it. On its indirect ratios the Cubitt gear-box is apt to be somewhat noisy, but in this connection I ought to say that the car that I



NEAR SIDE OF THE CUBITT ENGINE.
Showing the dynamo, coil and distributor.

drove had many thousands of miles to its credit, and obviously they had been thousands of very rigorous miles, for the car had been used on regular business work by a member of the firm, who, I happen to know, is anything but a sparing driver.

The brakes are both thoroughly efficient. The hand brake operates on the rear wheels and the foot brake on a drum behind the gear-box. They give a very comforting sense of absolute security and prove themselves very smoothly progressive as well as powerful in action.

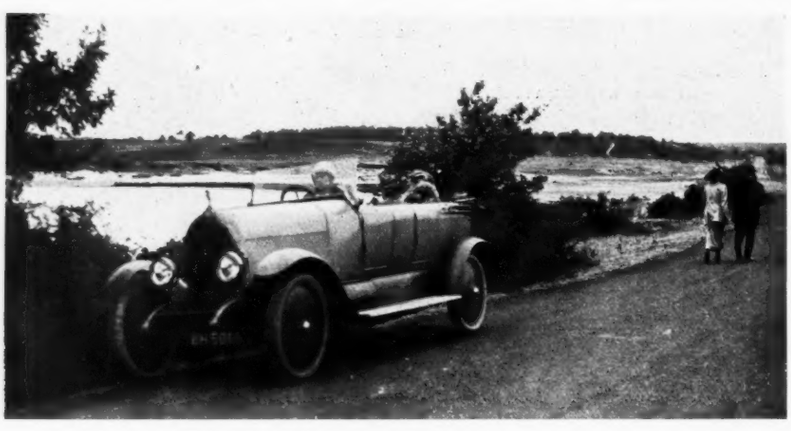
A special word must be devoted to the Cubitt suspension system. Judged by appearances it is practically conventional, except that the two rear semi-elliptic springs are set outside the side members of the chassis, thus wide spring centres are obtained while the narrow chassis frame contributes materially to a reduction in manufacturing costs. Whether fully loaded or quite empty except for the driver, the Cubitt held the road exceedingly well and rode with unusual smoothness over some of our caricatures of road surfaces. In this matter of suspension the Cubitt car is certainly better than plenty of much more expensive cars that I have driven, and suspension efficiency is one of those things that appeal intimately to any car owner, whether he happens to be a technical enthusiast or a mere utility owner.

At the beginning of this note on the Cubitt I mentioned something about its simplicity and ease of maintenance. A feature of the car that will be appreciated by every owner driver is the fact that there are only two grease cups on the chassis. Self lubricating bushes are used wherever possible, and the attention that these require is practically nil. The two greaser cups that are present are easily got at and are mounted on the front axle, so that should a Cubitt owner suffer from lubrication troubles he surely cannot blame the manufacturer, who has done all that is reasonably possible to relieve the owner of any onus in this respect.

While the Cubitt was in my hands I tried to think of things that an exacting unjust owner of a car might require it to do which the Cubitt could not do, but I failed entirely in my efforts. It is a car that will go anywhere at any reasonable speed and a very reasonable fuel consumption. I have heard of Cubitts that do 27 m.p.g., but with ordinary driving and no special efforts at economy the consumption seems to work out at about 20 m.p.g.

Everybody ought to wish this car the success that it deserves and which it promises well to secure. We have all heard so much about the British makers' indifference to the medium, not to say the low, priced car that when a manufacturer comes along with a proposition that will compare with any in the world on a simple hard cash basis, that manufacturer ought to be welcomed with open arms, or, which is of more practical account, open purses. The manufacturers seem to be on the verge of reaping their just reward. The car that they make would certainly be a creditable product from any factory. Its lines are both elegant and imposing, and its new bulbous sided body gives the car an air of distinctiveness that has previously been associated with only the most expensive of vehicles. The body is roomy, perfectly comfortable, and there seems no room for a shadow of a doubt that the chassis will have that often sought, but not always obtained, quality of durability.

In reviewing the Cubitt in the light of both its performance and its specification there are certain things that I must say. The first and most important I have half said already, namely, that for the price asked for the car—£442 complete and ready for the road except for the provision of a tyre on the spare wheel—we have nothing on our market that can compete with the car. Secondly, as a performer the Cubitt need fear comparison with no other car in existence, provided that the comparison be made with a fair remembrance in the mind of whoever is making it of the relative costs of the Cubitt and the car he chooses as his standard. The Cubitt has no frills and no striving after effects that will impress the uninitiated purchaser. It has, however, many of those little refinements that the modern purchaser is coming to look upon as his right; such, for instance, as accessibility throughout the chassis, accumulators carried in a special compartment out of the way and at the same time easily get-at-able, and a body that not only claims to give, but actually gives real comfort to every occupant. What the Cubitt will not do very few other cars will do, and if it does not do the things so elegantly as some of its more refined competitors, it will be grossly unfair to suggest an unfavourable comparison of the Cubitt as the result. W. H. J.



THE IMPOSING BUT WITHAL NEAT LINES OF THE CUBITT ARE WELL SHOWN IN THIS PICTURE OF THE CAR AT FRENSHAM POND.

A Road Danger.

UNFORTUNATELY from the point of view of the modern user, our British roads were not constructed to accommodate modern traffic. From every point of view they are unsuited to the demands now made upon them; and, although some efforts are now being made to improve their capacity, it seems doubtful if they will ever be quite satisfactory until they have undergone entire reconstruction. We are not now referring to the surfaces of roads so much as to their general lay-out *i.e.*, their direction, their crookedness and their camber.

An aspect of road construction that concerns the user of a high speed vehicle very intimately is the banking of a road on corners. We all know that highly uncomfortable feeling when a car is taken round a bend a little faster than it ought to be driven and it begins to slide away to the outer edge of the road encouraged by the camber. Many a serious accident has occurred because a driver found a strange bend sharper than he anticipated and has been unable to check the skid of his car, which, if not originated by, has been accelerated by the outward slope of the road surface. This question has engaged the attention of the Roads Improvement Association for some time, and they have conferred with several road surveyors upon the matter. As a result, in May last the Association submitted to the Ministry of Transport a suggestion that it would be particularly beneficial if sections of roads running round bends and corners were constructed with the outer edge of the road surface raised so that the whole of the road falls, or drains, towards the inside edge. This would provide a much greater degree of safety to traffic using the roads; in the event of two vehicles meeting they could be manœuvred with much more certainty and less risk of side-slip. Also the present excessive wear and destruction of road surfaces caused by the wheels of vehicles not having an even bearing upon the road would be considerably reduced.

This method has already been recognised and adopted by French engineers and by road authorities and engineers in the United States. The Roads Improvement Association forwarded a short note on the American and French practice, and while it appeared that the super-elevations adopted in these countries were hardly suitable for English roads, it was submitted that the general adoption of flat or slightly raised curves, say, 1 in 8, at bends would be very beneficial both to traffic and to the roads.

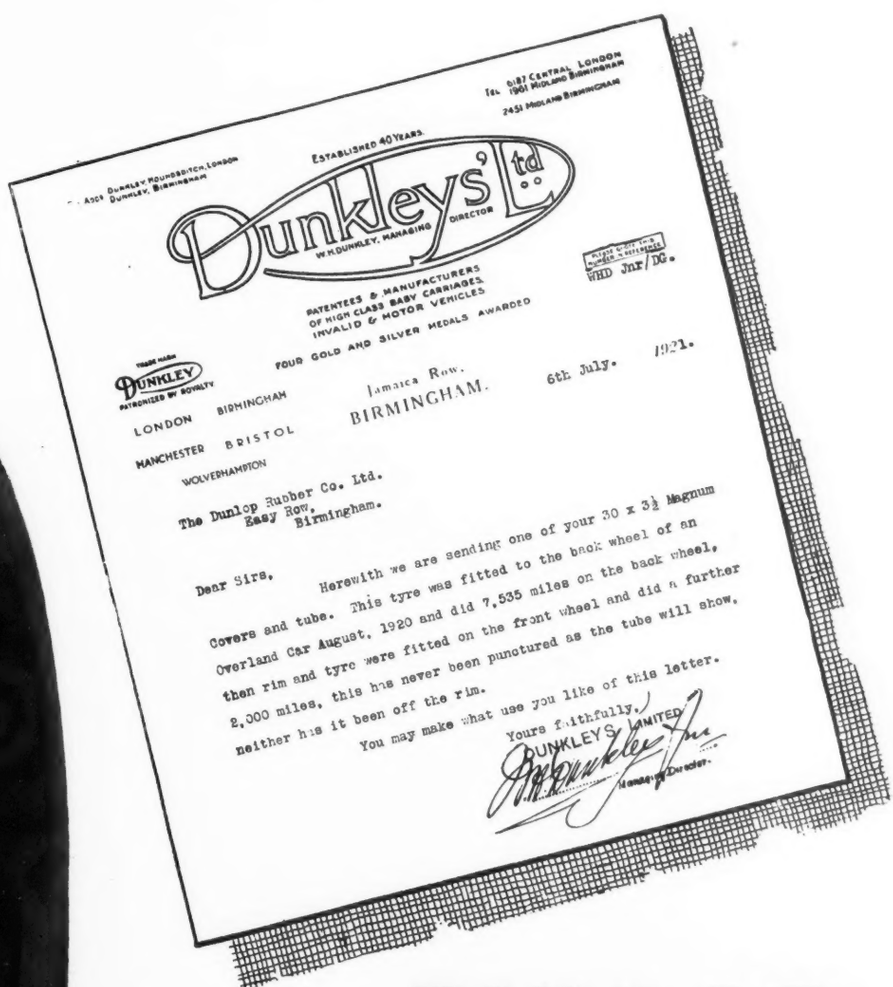
Tourists are undoubtedly cognisant of numerous stretches of important roads where the improvement proposed is particularly desirable, and they are invited to send full details, including rough sketches, if possible, to the General Secretary, Roads Improvement Association, 15, Dartmouth Street, Westminster, S.W.1, to enable the Association to complete its records.

Angus Sanderson Cars, London.

ANGUS SANDERSON owners in London, both actual and potential, now have an additional advantage over the majority of motorists in the matter of service organisation. In connection with the new Angus Sanderson reconstruction scheme a complete service depot has been instituted by Mr. J. W. H. Evans at 33, New

"Dunlop Magnum for Long Mileage"

7,535 miles and then another 2,000! When a wonderful car makes a wonderful performance, the tyres are surely — Dunlop





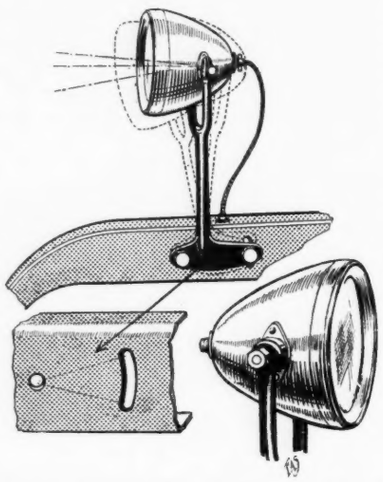
DUNLOP
TYRES OF THE MAGNUM TYPE
are obtainable from all motor dealers

Bond Street, under the name of Angus Sanderson Cars, London. These premises have been acquired in their entirety by Mr. Evans, and equipped with every facility for rendering prompt and efficient service by the immediate supply of spare parts and components.

Head Lamp Reforms.

THE official committee appointed to investigate the question of dazzling head lamps is on the point of submitting a report to the Ministry of Transport. Like most other such reports, this one promises to embody various regulations and stipulations compliance with which will be very difficult, if not impossible, and the probable result of the report will be a wholesale legal restriction on the power of head lamps, which is expected to take the form that bulbs must be invisible. That is to say, the lamp glass must either be frosted or covered with a thin piece of paper, as was done during the war. As a matter of fact, the covering of head lamp glass with a thin piece of tissue paper is not altogether a loss to the driver behind the lamps, because unless an electric head lamp is of particularly good quality it is apt to cast shadows on the road which are rather confusing and which are damped out by the presence of a diffusing medium.

Some attention has recently been given to an invention by Mr. Lionel Rapson by which head lamps may be swivelled in a vertical plane—that is to say, their beams may be turned right down on to the road when an oncoming car is seen so that the beams cannot reach the car and cannot possibly dazzle its driver. This device seems quite efficient in its object, but it suffers from the difficulty that it incorporates working mechanism, and working mechanism is a thing that on a car should be always kept down to an irreducible medium. But the forthcoming report of the committee reminds us of a defect that is found with nearly all head lamps quite apart from the dazzle question; this is that with a few exceptions it is impossible to adjust a head lamp in a vertical plane.



The head lamp shown above is capable of adjustment in a vertical plane in a double manner. Either the head lamp may be swung in its bracket, or the bracket may be swung on the chassis frame. In the diagram the necessary slot is shown cut in the chassis frame itself. It would probably be better practice to widen the base of the lamp bracket and cut the slot in the bracket, as weakening of the chassis frame would thus be avoided.

The lamps as fitted to a car when it leaves the works are, theoretically, so adjusted that their beam is parallel to the ground, but in practice it very often happens that the beam is not quite parallel and some adjustment is necessary either upwards or downwards. The means for providing this adjustment are generally lacking. A desire to make their lamps as neat as possible is a desire which in itself is commendable, only it causes lamp manufacturers to adopt a bracket fitting which does not allow of any adjustment of the lamp on its bracket. The car manufacturer in his zeal for simplicity, to say nothing of cheapness, is generally content to bolt his brackets to the chassis in such a manner that they cannot be adjusted. The remedy is a perfectly simple one in providing either an adjustable fitting on the lamp itself or making the holes in the brackets in the form of slots instead of circular. This will allow the lamp to be tilted upwards or downwards within a narrow range which will be quite as much as is generally required, and we commend the suggestion to the attention of all those manufacturers whose lamps do not at present allow of this very necessary adjustment.

Keeping Cool in Small Cars.

MANY small car owners may be heard to complain that their driving compartment becomes uncomfortably warm, and this is a failing that has been much accentuated during the recent spell of hot weather. The high speed high efficiency engine under the small bonnet, as often as not provided with a small radiator, naturally runs much hotter than a large engine, travelling conditions being the same in both cases. On plenty of large cars special arrangements are provided for ventilating the scuttle and driving compartment, but these little adjuncts are apt to be expensive and many small cars give little room for their fitting. Also, the provision of louvres in the bonnet is not now a popular and fashionable practice, so that the heat that is accumulated under

The Stanley STEAM CAR

Fiction versus Fact

Something complicated with a lot of machinery inside, a boiler, a furnace, a few dozen mysterious taps and valves and wheels and what not.

Probably a good proposition if one happens to be a loco-driver by profession, or can keep a staff of mechanics about the place.

A luxurious means of travel so far in advance of any petrol car, conceived or conceivable, that no comparison is possible.

Infinitely simpler to handle *and* to maintain than a petrol car. The only controls are the steering-wheel, the throttle lever, the brakes and a pedal for reversing; there is no gear-box, no carburetter, no magneto or plugs.

Its motion is the nearest possible approach to flying. It is flexible, responsive and economical in running costs to a degree undreamt of by the user of a petrol car.

We shall be pleased to give you a demonstration run, by appointment. Meanwhile, send for the Stanley Catalogue C.L. 200.



Chassis Price, £1,100.

F. L. TRETHEWEY,
167, Shaftesbury Avenue
London, W.C. 2.

"The Favourite '12'"—the

ROVER

"The favourite 12 h.p. four-cylinder Rover has long been an excellent and typical example of British automobile design, and few cars have contrived to ensconce themselves so tightly in the hearts of representative motorists. The reason, of course, is that this car is a delightfully happy medium, being extremely quiet and smooth running, and with a good modicum of speed on occasion, but at the same time being small enough to be light on petrol and light enough to be economical in tyres. The Rover people have always paid close attention to the requirements of the man who is not too wealthy, but is, at same time, none the less a connoisseur."

"*The Tatler.*"

MODELS AND PRICES:

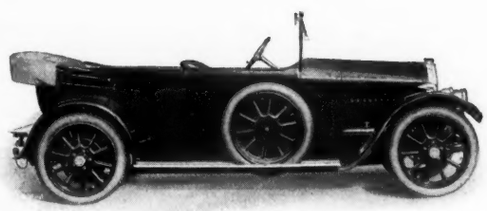
8 H.P. 2-SEATER	250 Gns.
12 H.P. 2-SEATER	£735
12 H.P. 4-SEATER	£775
12 H.P. COUPÉ	£875

For Complete Specification write:
THE ROVER COMPANY, LIMITED, COVENTRY
and at 59a, New Oxford St., London, W.C. 1. Lord Edward St., Dublin.

St James's 44.

Humber

"I have owned four other cars," writes an Owner Driver, "but my Humber is incomparably superior to any car I have previously driven."



15.9 H.P. FIVE-SEATED TOURING CAR.

The Handsome Humber

THE reasons for the popularity of Humber cars are not far to seek. The testimony of experts writing in the motor press and of motor owners themselves would not be so unanimous were it not that everything really essential to the making of a perfect car is found in the Humber models—grace of contour; power and flexibility in the engine; comfort in the springing; ease of control; guaranteed safety in the brakes; elegance in the upholstery and fittings; and completeness in equipment.

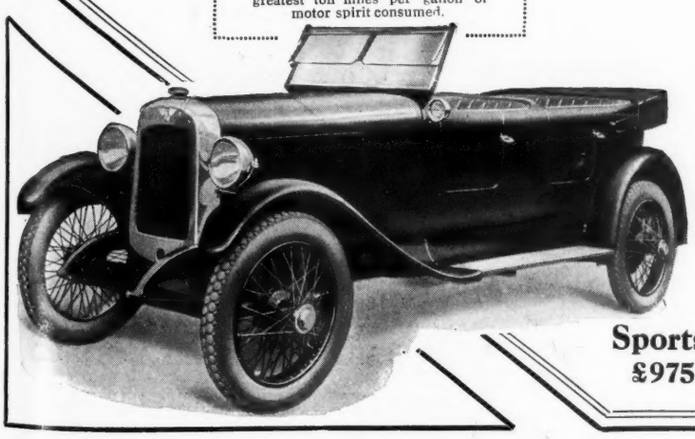
15·9 H.P. 5-Seated Tourer - £950
10 H.P. (11·4 R.A.C. Rating) 4-Seater - - - - £700

FULL PARTICULARS ON APPLICATION.

HUMBER, LTD. Works: Coventry
London: 32, Holborn Viaduct, E.C.
Repair Works: Canterbury Road, Kilburn, N.W. 6
Southampton: 25, London Road.

The Austin Twenty

B. W. Harcourt, Esq., **on an Austin Twenty, won the Vesey Cup Trial** (Sutton Coldfield and North Birmingham A.C.) The Bwlch-y-Groes Test. This award is granted to the Competitor whose result shows the greatest ton miles per gallon of motor spirit consumed.



Sports Model
£975 (at Works)

Drive the car yourself–

There is an Austin Distributor close at hand. Get him to put a car on the road for you, then choose a stiff test route and get away from the showroom. Put that Austin through her paces: open her out—don't dodge hills—*test* the Austin.

Take a passenger with you to testify as to comfort, springing, etc. When you get back, compare notes with the wisest expert you know, and you will see why Austin owners are proud of their cars.

Ask for particulars of our new Austin Models.
Discuss them with your Dealer.

The famous Austin Sports Model is available at the London Depot for demonstrations, etc. A hearty invitation is tencered to all who are interested in this remarkable car.

THE AUSTIN MOTOR CO. Ltd.
Head Office NORTHFIELD, BIRMINGHAM
LONDON - 479-483, OXFORD ST., W.1
MANCHESTER - - 130, DEANSGATE
And at BRUSSELS and LIANCOURT

the bonnet is encouraged to find its way up through cracks in the floor boards and the holes through which fit the control pedals and other fitt ings round the driver's legs and body.

A complete remedy is probably impossible of attainment, for it is noticeable that with cars that have exhaust pipes outside the body the heat is just as uncomfortable, thus proving that it is due not to the exhaust pipe. but to heat from the engine proper. A flywheel that incorporates vanes and so draws the hot air through under the floor boards of a car tends to lessen this fault, and it is worthy of note that one of the few light cars that employs this type of flywheel also has ventilators fitted in the side of the scuttle. The ordinary small ventilators at the side of the scuttle are not large enough to make any material difference, and if their size be increased they look clumsy and unsightly. The ship's type ventilator can, however, be made large enough to be efficient and can be fitted so as to improve rather than injure the over-all appearance of the car, and a wider adoption of this comparatively inexpensive accessory on the part of manufacturers might add very favourably to the comfort of the owners of their cars.

Detachable Wheels That Do Not Detach.

THE absence of wet weather has probably lulled many drivers into a false sense of ease as regards their detachable wheels. The detachable wheel as made to-day is a thoroughly satisfactory fitting, but if it is allowed to remain in position for a very long period without being disturbed it is apt to become stuck and to refuse to come off when required. Every wise owner-driver will remove his detachable wheels once every two months at the outside, whether it is necessary for tyre-changing or not. But the dry weather may have discounted this precaution in the eyes of many owners, and they will find that when they come to get off their wheels that there will be more trouble than is pleasant. In spite of the dry weather, such things as wheel fittings may become stuck, and the wise owner will take this warning and have his wheels off, greasing the hubs and pins in preparation for that emergency that is bound to arise on the road.

ITEMS.

Angus Sanderson Cars.—All who are interested in the development of economical motoring in this country and in the home manufacture of high quality of cars at attainable prices (and particularly existing owners of such cars as we have in mind !) will be glad to learn that since the first announcement of the Angus Sanderson reconstruction scheme great progress has been made. Five times as many cars are now being produced as was the case a few months ago. At the same time a successful effort has been made to incorporate in the chassis a number of detail improvements making for enhanced efficiency, convenience and capability. It is therefore confidently claimed that not only has the Angus Sanderson been replaced upon a firm industrial basis, but it has also suffered no pause in its technical development. In view of the general commercial difficulties which had to be overcome it can safely be said that these results represent no mean achievement.

British Airman's Exploits in Spain.—The exploits of Major de Havilland, the well known Bristol aeroplane pilot, are sharing public attention in Spain with the Moroccan operations. Immediately upon the outbreak of hostilities an enterprising Journal of Madrid, *La Libertad*, immediately obtained the use of a Bristol Tourer under the pilotage of Major de Havilland, and despatched their war correspondent to the scene of operations. After a lengthy flight the machine reached the aerodrome upon which they had intended to alight, only to find the whole place occupied by the enemy. Flying 10ft. from the ground, the Bristol pilot circled around their positions, scattering the enemy in all directions and then, after a further flight of 120 miles across the sea, landed safely in Almeria. Next morning the machine was back in Madrid and the correspondent was able to bring off the biggest news "scoop" of its kind in Spanish history. The distance covered in twenty-four hours was probably in the neighbourhood of 1,000 miles. The present-day position of Major de Havilland, feted on all sides with true Latin fervour, is not without embarrassment for the Englishman, who declares that he heartily wishes he was back in Africa.

Wolseley Engines in the Aerial Derby.—Motorists generally, and Wolseley owners in particular, will be interested to note that in the Aerial Derby the two S.E.5A machines fitted with Wolseley-Viper engines finished in the first three. Mr. Ortweiler, who was flying the S.E.5A which had won the University Air Race earlier in the day, was actually the first home, but unluckily missed the right side of the pylon by a few yards, and as he alighted before he discovered his error he was unfortunately disqualified. That this machine was first home in two long races on the same day is a remarkable testimony to the efficiency and reliability of its Wolseley-Viper engine, and one can quite understand the reasons which prompted the Wolseley firm to embody some of the results of their aero engine experience in the design of the latest Wolseley models. There are, of course, marked differences between an aero engine and the power unit of a car, but the "life" and power of the latest Wolseley models undoubtedly derive to some extent from the Wolseley aero experience during the war.



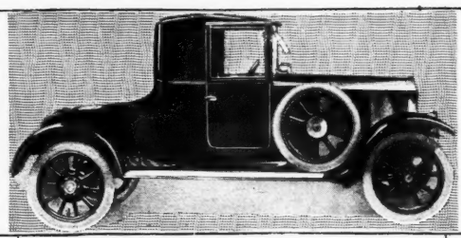
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MOTOR SPIRIT

Notice how your engine "picks up" when you've filled up with B.P.—the "clean" spirit. Perfect carburation means perfect combustion and quick acceleration. Try B.P., you'll always want it, and you can always get it.

British Petroleum Co. Ltd
22, FENCHURCH ST, LONDON E.C.3

The Admirable Albert



THE Albert is admired not only for its appearance but also for its reliability on the road.

AN ALBERT OWNER WRITES :

"Altogether I am highly pleased with my 'Albert' and she is very much admired, the appearance being very pleasing.
The engine is absolutely fine and it is impossible to make her knock."
(Signed) F.W.E.

WRITE FOR THE BOOK OF THE ALBERT CAR

The Albert

Type G 2, manufactured by Gwynnes, Ltd., of Chiswick
Granted Premier Government Award for fine workmanship

COUPÉ MODEL, PRICE £694 COMPLETE.

Sole Concessionaires :
THE SERVICE MOTOR CO., LTD., "SERVICE HOUSE,"
Dept. C.L., 94, Great Portland Street, London, W. 1.
Telephone : Mayfair 3025-3026
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GUY MOTOR VEHICLES

are selected by discriminating buyers. *Messrs. Rolls Royce use a "Guy."* Could better testimony be given to the quality of our productions?

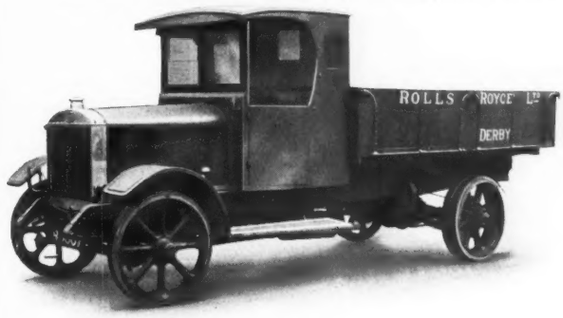
2-ton Commercial Vehicle Chassis - **£695**
2½-ton „ „ „ - **£875**

Buy British-Made Vehicles; there are none better, it will help the home trade and *you.*

Write for full particulars to

FALLINGS PARK 'Phone 1141 (4 lines). Guy Motors LIMITED **WOLVERHAMPTON** Wires : "GUYMO" Wolverhampton

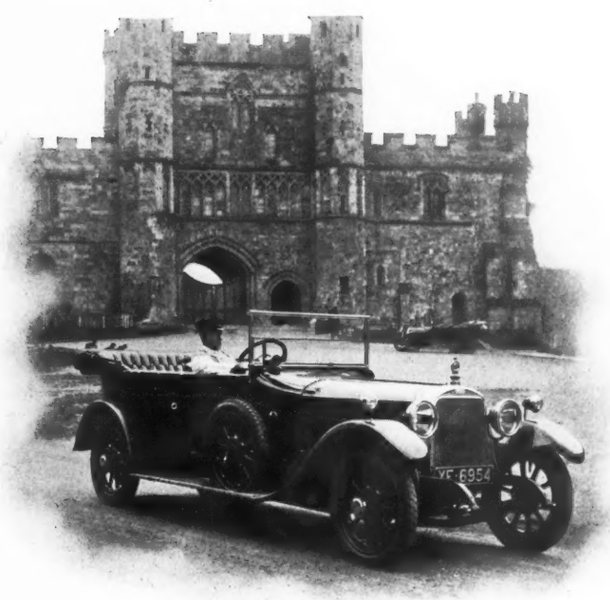
Also Makers of the "GUY" 20 h.p. 8 Cylinder ALL BRITISH CAR.



The Press recognises the excellence of

THE SUPREME

SUNBEAM



"THE TIMES" says :—

"The new 24 h.p. six-cylinder Sunbeam comes of blue-blood stock, and it well sustains its family traditions. I had only to go a few yards, with a change into second speed, before saying to myself—'Here is a well-bred car,' and settling into the seat, I prepared to enjoy the 70 mile run. . . . This chassis is quiet and well-balanced in running, the acceleration power rapid yet smooth, and high speed in relation to engine dimensions (the bore and stroke is 80 by 150 mm.) is obtainable. . . . Where, however, the makers are, in my opinion, to be congratulated, is in regard to the impression which their production imparts, namely, that the driver has at his command the assets of a big powerful car in the way of acceleration, speed, and so forth, yet is without that tiresome feeling—especially fatiguing on long journeys or when touring—of strained attention, generally attendant on the driving of a large car . . . . . is one which without doubt will add considerably to the owner-driver's joy of the road and at the same time detract appreciably from the normal expenses of running a really large car."

March 12th, 1921.

THE SUNBEAM MOTOR CAR CO., Ltd., WOLVERHAMPTON

LONDON SHOWROOMS - - 12, PRINCES ST., HANOVER SQ., W.1
MANCHESTER SHOWROOMS - - - - - - 106, DEANSGATE
Southern Service and Repair Works - - 177, The Vale, Acton, London, W.3
EXPORT DEPT. - - 12, PRINCES ST., HANOVER SQ., LONDON, W.1

SUNBEAM-COATALEN AIRCRAFT ENGINES 100-900 h.p.

A PERIOD OF PRACTICAL CLOTHES

AFTER Cowes, according to your social status, it is a time of dulness or renewed activities up North. The trains wending their way there are packed to overflowing; and, generally speaking, there is a settling down into practical simple dressing usually associated with this exodus.

The tailors have more or less concluded the building of sports suits and wraps, and these despite many heroic efforts to bring about change and variety, really vary very little from season to season, the sportswoman at heart invariably fighting shy of startling colours and modes, preferring subdued heather mixtures in which the choice is extraordinarily prolific. Hip length semi-fitting coats closing with hardy leather or bone buttons prevail, or else the still popular belted jacket on modernised and improved Norfolk lines. Coats and skirts these usually completed by stitched pull on hats of the same material, a style of headgear always so becoming to a young, piquant face.

A propos of hats. I have a particular and personal piece of information for you. A renowned milliner who specialises in sports headgear has brought out this season an entirely new felt hat, the brim of which is blanket-stitched all round with chenille in tone, the stitches long and of uneven length: while round the crown there is carried a plaited rope of the same chenille, finishing at one side in dangling ends. In several shades of grey, brown and *beige*, the *ensemble* is altogether delightful; the one and only fly in the ointment is the cost, the felt used being of the best and most superfine quality. At the same time there are similar shapes to be procured at far cheaper rates, some quite excellent in kind and shape ranging round and about ten shillings, and any girl deft with her needle can work the edge of the brim with the chenille blanket-stitch and likewise plait the rope—it is this inexpensive plagiarism I strongly commend to the consideration of those not too well endowed with money.

To return, however, for a moment to the tailoring world, just now very busy over *habillé* models for ordinary wear. From the few advance efforts seen, the two distinctive features in coats appear to be length and shapeliness. For arriving at the latter, various and divers means are resorted to. Sometimes it is all done in the cutting and modelling; again one sees separate, slightly gathered side pieces; while yet others show the entire basque, circular of form, mounted at a long waistline, redingote fashion. Sleeves, too, are highly important items, many widening out into a bell shape, and not a few appear to start from the waist. Eminently picturesque and most becoming to certain figures are slung cape backs that in front either resolve or merge into sleeves.

The influence of materials on modes will be very great. According to the character and weight of these, gowns and coats will be fashioned on long slim lines with clinging draperies, or else after styles of a more fussy and *bouffant* order; and as there is an exceptional selection in new fabrics, a word or two as to what these are may prove helpful.

Perllaine is a novel expression of *velours de laine*, rather rougher than the original weave and perfection for coat-frocks and coat-wraps. The newest serge is kasha; this has a soft, silky finish and is most attractive. Black or navy kasha serge, trimmed with bands of Rumanian or any Eastern embroidery, fashions the most delightful and *chic* morning *trottoir* gowns it is possible to imagine. Closed right up to the throat and with something amusing in the guise of sleeves, these represent the ideal possession for early autumn months worn with a fur stole and a smart, neat *chapeau* of felt, the brim pierced by two long, soft, iridescent quills. In kashadrap we have a genuine cashmere, a fabric, in the opinion of many, far too long held in abeyance. The draping possibilities of kashadrap are unlimited, and it is especially seductive in leaf and copper brown shades.



A DEMI-TOILETTE IN WHITE AND BLACK.

Velvets are well to the fore, plain figured and printed; while among the several ribbed stuffs there comes cotta-perllaine, that resembles fine corduroy, and raillaine, a bold, rather heavy corduroy velvet. The intention to utilise the latter for trimming purposes and waistcoats is a rumour emanating from one or two well authenticated sources. Panne also promises to make a big bid for favour, and there is a crinkled variety reminiscent of lamb's wool and quite admirable for decorative purposes. Brocades and metal-woven tissues are more sumptuous than ever. In colourings, character and artistic effect the manufacturers have literally surpassed themselves where these are concerned. They are stuffs so perfectly exquisite in themselves that they are surely destined for the expressing of quiet, dignified lines. Then especially created for linings are other equally sumptuous fabrics, even more ornate, in which the Chinese influence is very apparent, together with the Near East; while there is also quite a large sprinkling of quaint old world tapestry effects woven with figures, birds with silver or gold tails and growing flowers, the usual artistic licence being taken in the matter of colour.

There are few things more impressive than to throw back some studiously simple, albeit regal, evening wrap or self-coloured velvet or satin, to show a gaily coloured and figured *doublure*. I recall as vividly as though it were yesterday Miss Irene Vanbrugh, in "The Gay Lord Quex," making a great sensation on suddenly turning round and throwing open, with an immense sweep of the arms, the fronts of a *negligée* that was lined with a dazzlingly beautiful silk of many colours. A piece of carefully studied stagecraft this, that never failed to cause a momentary hush throughout the house.

I have neither time nor space this week to discuss briefly, as I intended, certain oncoming modes in evening dress; for there are some sensational developments on hand, and styles to suit every figure and the wealth of fabrics wherefrom to choose. It may be merely a passing fancy, but there is something of an inclination to drape or veil *fonds* of soft satin below the waist only with transparencies, leaving the bodice of the satin severe and plain. Thus a white charmeuse showed a graceful skirt veiling of chestnut tulle caught to the figure at a low waistline, and again below by a draped girdle of narrow old blue ribbon velvet; another of delicate malmaison pink taffetas having full draperies, gauged deeply over the hips, of mist grey chiffon.

Filmy, cloudy black lace is not, however, to be ousted by anything from the realms of evening dress, and nothing can surpass for unqualified elegance an alliance of white charmeuse and black *dentelle*. Invaluable for the moment of quiet dressing would be a gown after the style of the one pictured, a *demi-toilette* of white or ivory charmeuse, classically draped as to the skirt, which is partially veiled by a pointed, swinging panel of black Chantilly in front, another at the back resolving into a short train; though the *pièce de résistance* of the creation is the graceful cape slung on from the neck and carried sufficiently forward just to cover the top of the bare shoulder. Pictured is a deep, draped sash of lace, but should a touch of colour be desirable, one of chiffon velvet could be substituted, in Morland blue, or that lovely, slightly dirty shade of pink, jade pistache or tangerine orange.

L. M. M.

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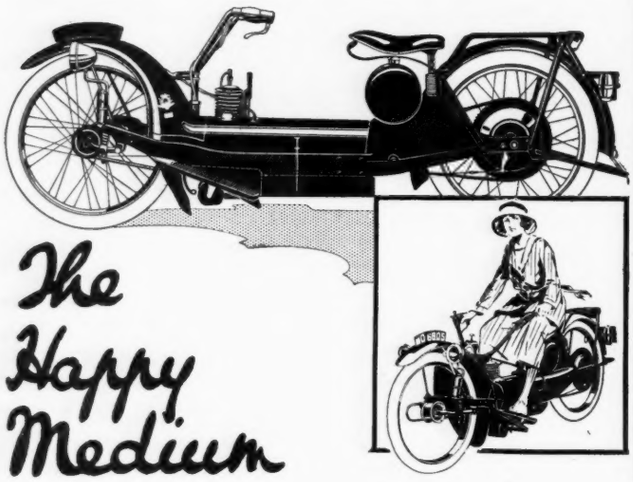


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COLOUR SCHEMES AND RECONDITIONINGS

SOME OF MESSRS. HAMPTONS' ACHIEVEMENTS AT THE NEW METROPOLE HOTEL.

MANY people who are interested in house furnishing, and keen to assimilate new ideas as to colour schemes and decoration, find it difficult to realise what the effect of any suggestion will be in actuality and have found both pleasure and profit in inspecting the work carried out, in in London, by Messrs. Hampton and Sons, of Pall Mall East, at the New Metropole Hotel. Messrs. Hamptons are responsible for the redecoration of the mezzanine, the main, the first, second and third floors, including all the corridors, the bath and service rooms on them and all the staircases, including the main staircase. They are responsible also for the decoration of the Café Anglais on the main floor, and have carried out a scheme relying for its effect largely on its perfect harmony with the tones of the various coloured marbles used for skirtings, dados and pilasters. The ceiling, cornice and frieze are in white and gold, and the walls, painted a peculiarly charming warm apricot colour, complete a scheme which is at once dignified and attractive. The five private dining-rooms on the



A CORNER OF THE SITTING-ROOM IN THE GREEN SUITE NO. 110.

main floor have been carried out in absolutely distinctive styles, and to open the different doors and look inside first, perhaps, the Dutch Room and then the Late Georgian is to feel oneself in entirely different environments subtly toned to different mental atmospheres. Private Dining-room No. 28, decorated in the Adam style, has, for its colouring, Wedgwood blue and white relieved by carpets and curtains in which *beige* is the predominant hue. The Adam furniture is carried out in mahogany. In regard to decorations in the Adam style Messrs. Hamptons have exceptional opportunities in the possession of a fine old Adam house in St. James's Square which they are now using as an Estate Office. The restrained and elegant note which distinguishes Adam interiors is well exemplified here and happily adapted to the use of a private dining-room in a first-class London hotel. The next room, No. 27, owes its charm to the more luxurious attractions of the Louis Seize style. The decorations and furniture are painted in old ivory and gold, and the carpet, in plain old rose, imparts a subtle warmth to the colour scheme. The Dutch Room seems, perhaps, to the visitor, the most unexpected of Messrs. Hamptons' inspirations, for it is carried out in the Dutch manner of the sixteenth century, with beamed ceiling and half-timber rough plaster walls. Dutch tiles ornament the fireplace and the upper part of the chimneypiece, and the six armchairs are of the Windsor type and fitted with loose seat cushions.

The Chinese Room, with its decorations in Oriental blue, with mouldings and other decorative details enriched with gold, and red lacquer furniture, will appeal to many people, and others will prefer the dining-room in the manner of the Late Georgian period with its mahogany furniture with seats and backs covered in hide relieved by curtains of golden brown Jaspé silk and a Wilton carpet in which camel colour and blue are the predominant tints among many.

Many suites of private rooms have also been decorated by Messrs. Hamptons. Specially notable among these are the Green Suite, the Walnut Suite, the Mahogany and Gold Suite, the Black and Gold Lacquer Suite and the Oak Suite. We illustrate a corner of the sitting-room of the Green Suite No. 110, which is carried out in restful tones of blue and grey. The panelled walls and mouldings are painted a soft grey and the woodwork is stippled blue. The carpet, a Wilton, is grey, and the curtains are of tabouret in blue, cream and black stripes. The furniture, painted a pleasing shade of green, is decorated with hand-painted floral panels and borders enriched with carved and gilt leaves and other *motifs*, and the cushions are of plain blue silk rep. The two bedrooms are decorated and furnished *en suite*.

On the other floors a dainty and uncommon treatment of wall surfaces has been employed. They are panelled out with wood mouldings, and the panels, styles and mouldings are picked out in pastel shades of delicate tone, carefully chosen with a view to the aspect of the room in which they are employed.

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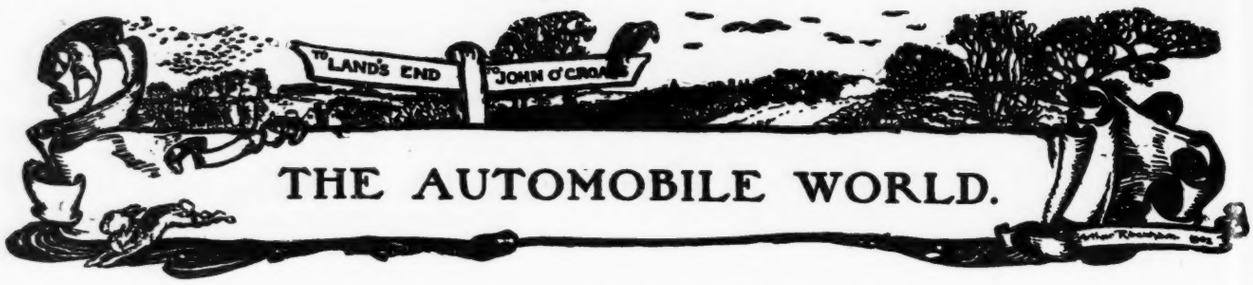
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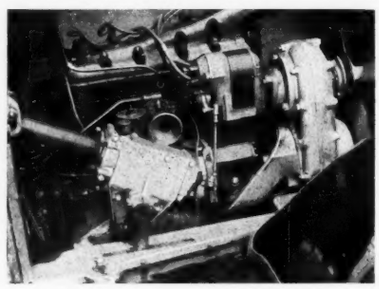
THE H.E. 14—20 H.P. CAR

THE H.E. is a post-war car in every sense of the term. Its makers, the Herbert Engineering Company, Limited, of Reading, entered into the motor world with this chassis as soon as conditions had settled down after the Armistice sufficiently to justify manufacturing enterprise, and the works where the car is made are, I believe, almost, if not entirely, a post-war effort. The chassis is essentially modern in its design in every detail, and all those things that the most up to date motoring critic likes to admire are to be found in this high-class example of British automobile engineering practice. It is true that the engine is not of the type that is generally referred to as of the maximum efficiency variety, for its design is in broad outline quite conventional, but as the chassis has been previously described in these pages and we are now primarily concerned with the road performance of the car, I must be content with a very brief summary of the mechanical details.

The engine, then, is a four-cylinder with a bore and stroke of 75mm. by 120mm., which, although called by the makers a 14–20 h.p. unit, has an R.A.C. rating of 13.9 h.p., and is therefore subject to a £14 tax. The valves are arranged side by side, and it is in the detail work of the engine that its exemplification of most modern ideas is best seen. The water circulation is by thermo-syphon, but the fan spindle incorporates an impeller which assists this circulation. On raising the bonnet of the car to inspect the off side of the H.E. engine a characteristic is immediately evident. The timing gear case is extended upwards to form a pair of platforms for the magneto and dynamo, the latter being immediately underneath the former and driven positively by an independent spindle. The arrangement of these two units is distinctly attractive and neat, and it appears to make for a high degree of accessibility as well as ensuring that the work of the two units shall take place under the most favourable conditions. Just behind them, bolted to the cylinder block, is a Zenith carburettor, and here it occurs to me some slight modification of design might be useful, for the carburettor seems to be somewhat impeded by the steering box and the controls so that it is not quite so get-at-able as might be desired. I would not go so far as to say that the carburettor was actually inaccessible, but I do feel that its accessibility might be usefully improved.

The clutch is of the multiple steel plate type and is one of the best clutches that I have handled, or rather footed, for a long time, largely due to which, no doubt, gear changing with the H.E. four-speed gear-box is a real pleasure, and the owner driver who attempts to convert the H.E. into a top gear car would immediately stamp himself as very ignorant, or a very incapable exponent of the driving art. On taking delivery of the car I was told that double clutching was advisable for downward changing, but I very soon found that the H.E. was one of the few cars on which gear changing required no skill, no forethought and no practice to be effected with ease, silence and rapidity. Just why the change should be so very easy I am not quite clear, but it certainly is, and there is every inducement to make use of it on account of the very good performance of the car on its indirect gears.

On my test run of the H.E. I encountered several hills that other cars have regularly surmounted on top. It is really a testimonial to the H.E. to say that while it might have equalled the performance of these other cars in its top gear

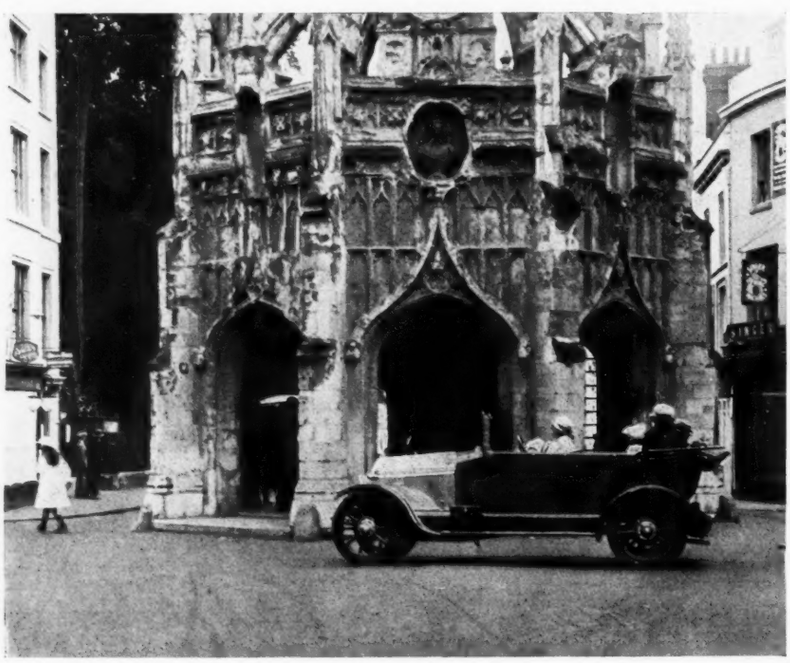


OFF SIDE OF THE H.E. ENGINE.

climbing, I did not give it the chance. A quick and quite light pressure on the gear lever, third gear was in, the engine was "revving" and the speedometer needle soon hovering between the 25 and 30 m.p.h. marks. On third speed the gear-box had an altogether pleasing song of its own; it was a perfectly even high-pitched note that was anything but disagreeable. On second speed the noise was not quite so smooth nor, perhaps, so soothing. On first speed I never had occasion to "rev" up the engine, but I imagine that it would be unreasonable to expect an equal of second and third speed efforts. Normally, all starts are effected on second gear, and only on a steep gradient or on particularly rough going is first speed necessary. Even on second the car will maintain its 20 m.p.h. without discomfort, and never is there at any time any suspicion of a disagreeable engine period.

The back axle of the H.E. is also one of its chief assets. It is so constructed that the whole of the differential and driving unit can be withdrawn with the road wheels in position, and although one does not habitually require to dismantle the back axle frequently, it is pleasing to know that should such a necessity arise with the H.E. it can be done with a minimum of trouble which means a minimum of expense. The back axle with its overhead worm is, as one would expect, perfectly silent.

Suspension of the car is by semi-elliptic springs in front and three-quarter elliptics in the rear, these latter springs being of somewhat unusual shape in that the upper quarter is steeply arched and avoids all suspicion of any effort at flatness, which, we are sometimes told, is a great desideratum with car springs; but H.E. suspension is thoroughly high class. The car holds the road very well indeed for a car of its size and type, and it is only on the very worst of 1921 potholes that the passengers feel any discomfort. Steering the H.E. is child's play, for the steering is at the same time beautifully light and



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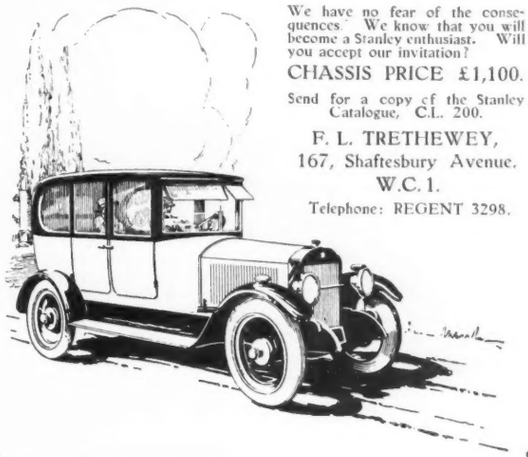
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steady. The hand brake which operates on the rear wheels I found not particularly efficient. It was very smooth in action, but I should not care to have to rely on it for any quick time stop or for any stop on a down grade. On the other hand, the foot brake was notably good; it was ultra-powerful, perfectly smooth and progressive in its action, and it gave to the occupants of the car a perfect sense of security at all speeds on any roads.

In the matter of engine power and performance the H.E. proved itself to be what may be called a typical example of the high-class medium-powered car. Its maximum speed was nothing startling, the most I managed to get being about 45 m.p.h., although if, as I was told, the speedometer was 10 per cent. slow, as over-size tyres were fitted, this 45 m.p.h. would become practically 50. In the matter of flexibility the engine is quite up to ordinary standards, so that as a flexible and fairly fast car the H.E. is quite a credit to the 13.9 type. At all times the engine maintains a commendable degree of silence, and if any car were justified in being noisy, surely it was this H.E. of mine, which already had some 17,000 or 18,000 miles to its credit. If all cars emanating from this factory are as good as this particular sample, and there is no reason to suspect that they will not be, then H.E. owners should be a very happy section of the community.

There is something very distinctive about the H.E. body for a car of its size, for it is quite roomy, quite comfortable and its front seat is adjustable, sliding backwards and forwards on a pair of rails in the floor of the car. Thus the space available for the legs of the rear passengers as well as the driving position may be adjusted to suit the whims of the occupants, and in this respect the sliding front seat is a very commendable feature. But as executed in the H.E. I am inclined to suggest that it has disadvantages. Here it is an entirely independent unit, and its rounded corners form part of the seat itself, with the result that the overall width of the seat is considerably restricted. The result of this is that the H.E. seat does not give as much room to the passengers as plenty of other seats on cars with bodies of much smaller over-all dimensions, but whether this disadvantage outweighs the advantages of the sliding seat or not is largely a matter of personal opinion. To my way of thinking it does not, but I must mention this limitation to make complete this faithful record of a well constructed, well behaved car.

Finding fault with a motor car is nearly always an easy matter if one sets out to do it, but I can think of very few points for criticism in the H.E. that are really worth serious consideration. Among them I would suggest to the makers that it might be a good idea to fit the filler of the petrol tank nearer to the rear edge than it is at present. This would facilitate the pouring of petrol into the tank direct from a can when no funnel was available. At present when a can is turned upright so that the last drops may be drained into the tank it may very easily scratch the body, and the H.E. is not a car to be scratched with impunity. Also, I think it might be worth a little trouble on the part of the makers to provide some better accommodation for the tools. At present these are carried in the old-fashioned position under the seat or in the pockets in the upholstery of the doors. The tools are safe enough and out of the way; in fact, they are too much out of the way, and the new idea of providing boxes on, under or at the side of the running boards in the valances is a little modern modification that one feels ought to be found on a car of H.E. class.

The H.E. is one of those cars that has a loose starting handle; that is to say, the starting handle is not normally carried in its working position at the bottom of the radiator, but is stowed away in the body and carried to the front of the car whenever required. Now it so happened that the starting motor on my H.E. was more of a motor than a starting unit, and it was seldom able to spin the engine fast enough to effect a start from cold. For some reason that I could not fathom the H.E. engine is quite stiff to turn, also it has a fairly high compression ratio. As soon as it was swung it started quite easily, but the swinging and the necessary speed seemed to be beyond the capacity of the starting motor, except when the engine was warm; therefore, I was making frequent journeys from the driver's seat to the front of the car with the starting handle in my hand, and as putting this handle in position is just a trifle "tricky," I began to wish that the H.E. people had included the old-fashioned fixed starting handle among their very many, very modern embellishments.

Nowadays the maintenance costs of any car are always of primary importance. I was told and I should have expected that the fuel consumption of the H.E. fully laden was about 25 m.p.g. Actually it worked out at about 20 m.p.g. This result may have been due to the continuously fast driving in which I indulged, or to the suspicion of a partially choked carburettor jet. It was the only feature of the performance of the car about which the slightest shade of dissatisfaction could be expressed. The oil consumption is, on the other hand, very good, averaging about 800 m.p.g.

Altogether the H.E. is certainly a car that conveys and justifies a sense of pride of ownership. Its distinctive lines and highly creditable performance and the high standard that is manifested in its workmanship and its design are beyond question. And thus motorists of sporting inclinations will be interested in a rumour that I heard whispered at the works, to the effect that next year a sports model H.E. will be produced as a standard proposition. An experimental car has already performed very creditably at Brooklands Track, winning a first place at the last meeting. W. H. J.

The Coming of New Fuels.

IT is really very surprising what little interest the average private motorist takes in the all-important question of fuel costs and possible alleviation of fuel difficulties. As is universally known, the supply of motor spirit, colloquially referred to as petrol, although this happens to be a registered trade name, is in the hands of a monopolistic group who extort from the motorist the price that their commodity will fetch.

National benzole was becoming fairly popular and easily obtainable when the supply was cut short by the coal strike, and yet throughout this period it was possible to obtain benzole marketed by the petrol companies at a price much in excess of that asked for petrol. It is a very natural query, Why should the petrol companies be able to supply benzole when British companies who made the fuel in England could not give deliveries? The answer is to be found in some very clever work on the part of the petrol companies, which resulted in their securing a large proportion of the raw material supplies for benzole which had the double effect of enabling them to supply the fuel when the home producers could not and of reducing the supplies available to the home manufacturer.

But any attempts to improve the fuel situation relying on petrol or benzole can never be of more than a temporary character. Both petrol and benzole are produced from mineral sources, and as such the supply is in the ultimate definitely limited. Just how long these supplies will last is a matter of widely varying conjectures; some alarmist reports have stated that all known supplies of petrol will be exhausted in ten years. Benzole, which comes from coal, cannot be available indefinitely, but to off-set this extreme opinion there is the very reasonable idea that new sources of supply will be discovered and mineral liquid fuels will be available for as long as the need for them is likely to exist. This view seems to err just as much on the side of optimism as that of the other does of pessimism.

The only view of the liquid fuel position that seems to be universally agreed upon is that *the* fuel of the future will be power alcohol. The technical pros and cons of alcohol as a motor spirit we have already dealt with. Some real progress has recently been effected towards the commercialisation of power alcohol by a concession in the recent Finance Act to alcohol for power purposes produced in the Empire. This may be imported under conditions and duties that give it a very strong preference over power spirit imported from countries outside the Empire.

Alcohol, it will be remembered, is a fuel that can be produced in unlimited quantities, and the sources from which it is produced are practically inexhaustible, viz., vegetable matter that may or may not have other commercial value. It is now some years since Natalite came into use in South Africa. This consists of a fuel compounded of alcohol and ether, the latter constituent being necessary to secure easy starting in an internal combustion engine designed for petrol. Natalite is producible at prices that compare very favourably with those of petrol, and in use the fuel seems to have certain very definite advantages over petrol. Other alcohol fuels are on the way, and one, known as Sylvestrique, it is stated, is produced in Mauritius at the rate of 300 gallons a day on a limited plant, and sells at 1s. 4d. per gallon in bulk. The price in this country, should Sylvestrique ever be produced in sufficient quantity to enable its exportation, would, of course, be much higher.

A much desired increased tolerance on the part of the Excise authorities towards power alcohol appears to be on the way to materialisation, and really useful experimental work is in course of progress. Like all other big changes, the use of power alcohol will not come in a day, and many unforseen difficulties may arise; but this much is certain, that power alcohol can be made cheaply and, in practical use, has several real advantages over petrol.

Another alternative fuel for which there ought to be a future is producer gas, that is to say, gas from coal, coke or other organic material manufactured on the car by a special plant as the car goes along. Some very promising experiments have been made in the use of producer gas on commercial vehicles and on motor boats, but at the time of writing there is no sign of a plant that is sufficiently compact and neat in appearance to justify its adoption on the touring car. Moreover, the plant is not quite so popular on heavy vehicles as one might expect it to be judging from the ridiculously low fuel costs that result from its employment. The cost of a producer gas plant ranges from £100 to £200. The cost per mile in fuel on a vehicle to which it is fitted works out at approximately equivalent to petrol at 5d. or 7d. a gallon.

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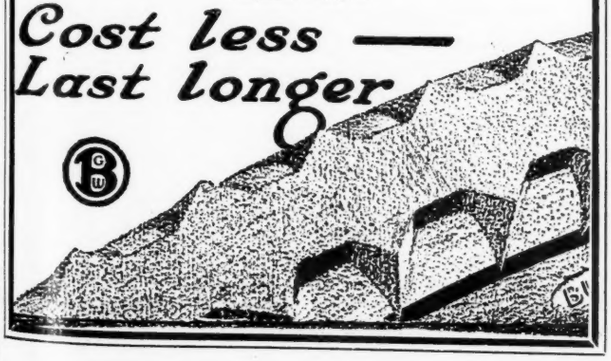
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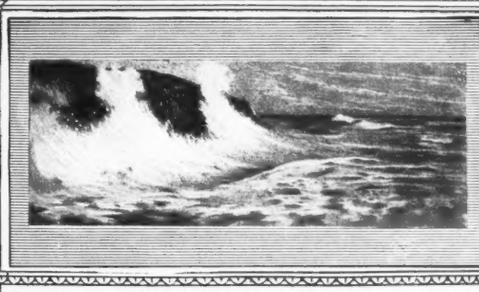
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HOW TO TRAVEL LIGHT

THE USEFULNESS OF INTERCHANGEABLE SASHES AND FLORAL GARNITURES—HIGH-NECKED JUMPERS.

THE neatness and condensed character of the luggage now to be seen gives one to think profoundly on the splendid reasonableness and resource of clothes. From pliable felt hats to aluminium shoe trees—*via* little satin or silk slips (selected so that they can be worn under various transparent dresses), adjustable sashes and floral garnitures (for evening frocks), *gilets*, neck adjuncts, and so on—there is everything to aid the resourceful towards this capital end of travelling light.

A strong fibre, flat dress trunk, reinforced by leather corners and fitted with good metal locks, and a really practical-sized hat-box constitute the customary travelling receptacles nowadays, usually completed by the useful expanding hold-all in which bulky things like warm wrap-coats, cushions, umbrellas and tennis rackets can be safely ensconced. Golf clubs, as a rule, travel in solitary grandeur, as also gun and cartridge cases.

Even when one's destination is up North it is advisable, in view of a possible St. Martin's summer, to take one or two light summer frocks, and it is for these, together with certain styles of evening dresses, that the silk slips referred to become such an invaluable asset, both the gowns and the slips folding up and taking an incredibly small amount of space. The most formidable items are the more weighty tweed country suits, though these are infinitely lighter than they were a decade back. That weight invariably makes for warmth is an exploded theory, the laws of health and hygiene demanding lightness, as exemplified in such materials as *velours de laine* and duvetyn, covert-coating and all-wool tweeds and homespuns.

For a country house-party a number of clever interchangeable schemes can be worked most advantageously with evening gowns. For example a black chiffon velvet arranged with a long *moyen-âge* bodice, and long, slim skirt falling in statuesque folds to the ankles, the centre front curved up into a slight round, merely requires the addition of a handsome cabochon and bead girdle to present itself as a gown *en grande tenue* for dinner or dance. A model after this style had a girdle of Etruscan blue cabochons strung together by a chain of gilded wooden beads, the long pendant ends of which were weighted by immense silk tassels. Then to turn this into a demi-toilette there was provided a long slip-on coat of black *ciré* lace, the edges bound everywhere by a narrow hem of orange silk that was picked up in a waist garniture of mixed fruits, wee oranges, green plums, red berries and vivid mauve foliage.

There is nothing, and never has been anything, to surpass the uses and splendid adaptability of a black evening frock, and as fashions go at present these have seldom been presented in more seductive guise. Even the simplest, most demure dress of charmeuse or *crêpe Marocain*, guiltless of all decoration, is subtly invested with a *cachet* that the dress artist alone seems to have the secret of achieving: while it takes the true *élégante* to carry these off to their best perfection, aided by good pieces of jewellery. A long bar brooch of diamonds or diamonds and sapphires or emeralds, the rope of pearls, cut crystal or carved Chinese ivory beads, is to mention but a sprinkling of the up-to-date *bijouterie* that is such an asset to-day to the severe all-black toilette.

Young girls will find an alliance of Georgette and lace a delightful attribute to their fresh charms, and variety can be brought to bear by a relay of fruit or flower garnitures, bead girdles, or something especially handsome in the way of a sash. An apple green *faille* ribbon figured with conspicuous success on a black Georgette that had full swinging panels of filmy black lace, the sash tied *ingénue* fashion in a big outstanding bow and ends at the back—an adjunct that, when occasion required, was to be transferred to a simple frock of *ficelle* coloured Georgette, where it would be posed over the right hip. A *chou* formed of multitudinous loops of silver tissue ribbon resolving into a perfect waterfall of loops and ends is another original and adaptable garniture that may be safely relied upon to impart the one distinctive touch needful to either a black or coloured evening creation.

Tulle is likewise being largely requisitioned to the cause of the sash, a persuasive effect comprising an upstanding fan-like *pouf*, caught in the centre by a cluster of fruit or flowers, the single end falling in a point below the hem of the skirt. A delicate delphinium blue taffetas, the skirt full and *bouffant* especially over the hips, and the close-fitting little pointed bodice modelled with a seam either side the front, carried a sash of pale mauve tulle, the *chou* caught in the centre by a bunch of purple grapes that had a bloom on them as though just picked.

Although there is more than a suspicion that knitted jumpers are on the wane for other than purely sports and knock-about service, these are nevertheless making a further bid for favour in high neck styles, allied to strange and weird colourings in the guise of checks and stripes. A deep golden-hued silk will be interwoven with a bold fine line check of royal blue, or jade green with saffron, nigger brown with tomato. And almost without exception do these jumpers finish with a fitted hip band over which the body part pouches just a little. But the covered throat, of course, is the great *chic* and will probably prolong the life of these comfortable garments.

For the coming colder months there are to be worn suits of wool jersey, and very smart they promise to be, trimmed with fur or dyed lamb'swool. The obsession for the latter is almost sensational, and it is to be had dyed to almost any colour as well as to the neutral tints of pale grey, beige and deep fawn. A pleasing combination would be grey on the pictured coat and skirt of brown wool jersey, the coat cut on cardigan lines and completed by the last word in hanging *pagode* sleeves; while to break the severity of the plain skirt the front is folded over at the left side. With this costume there is worn one of the new soft grey felt hats, over the brim of which at one side there curls a *coq* feather.

L. M. M.



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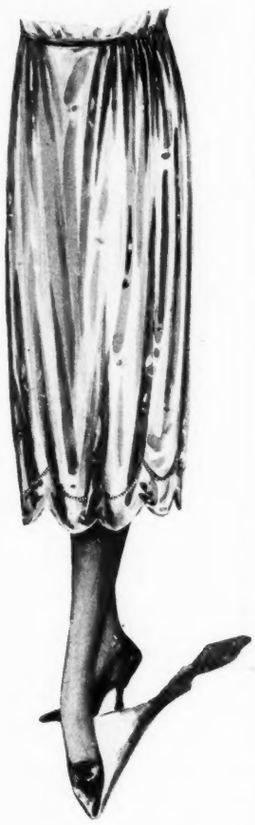
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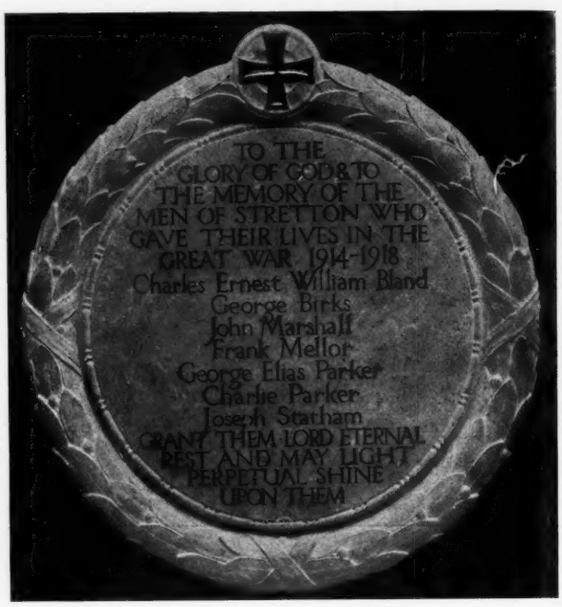


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MODERN CRAFTSMANSHIP.

THERE is truth in the aphorism that Art cannot flourish without encouragement, that on the lonely islands of the Pacific, Mozart and Raphael would have been mere cloud-hoppers. And it is in the general recognition of this fact that hope lies for the craftsmen of the present day: for, if work of the past, its re-use and duplication, were the only accepted custom, the modern craftsman could have no medium for expression and no patron for the output of his own devising. Fortunately it is otherwise, and we see a growing appreciation of modern craftsmanship, in wood, in stone, in metals, modelled on the best work of bygone centuries but alive with the individual vitality of to-day; sound work, withal, and expressive of the right use of materials. Such may be said of the craftsmanship of Mr. Joseph Armitage and his brother, who, since their return from the Army, have produced from their workshop at 61, Eagle Street, W.C., a succession of carved and modelled enrichments of fine architectural character; making use, too,



TO THE MEN OF STRETTON.

in numerous instances, of colour and gold as a means of heightening an effect. Many memorials have come from their hands, worthily commemorating those who fell in the war. One such is shown above—a wreath-encircled plaque carved in white alabaster set on a background of black Derbyshire marble. The form is restful and pleasing, and the lettering of a refined type. This is representative of the skill of the Armitage firm, but only as applied to one phase of work. Their greater part is concerned with architectural decoration, and it is noteworthy that they undertake the constructional and plain work in joinery and masonry as well, the result being that the ornament has no feeling of being merely stuck on, but forms an integral part of a well considered whole.

FOR THE CONNOISSEUR.

An exhibition of antiques is now on view at Messrs. Spink and Son's Galleries at 5, 6 and 7, King Street, St. James's, and connoisseurs who have had an opportunity of examining it declare it to be one of the most interesting they have seen for some time. The exhibits include Egyptian, Greek and Roman antiques, rare Chinese jade, enamels, crystals, old silver, and a large number of very fine early paintings, among them some of the works of art from the Stowe Collection. A visit will be well worth while to all who are keen on collecting, and to American visitors particularly the exhibition presents an opportunity not to be missed.

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The constant polishing of door knobs, taps and other brasswork about the house has always been a bugbear, but it is now possible to get fittings with a finish that overcomes the trouble. Such is the "B.G.L." Standard Door Knob, one of the productions of the Birmingham Guild. Of a very serviceable ball shape that gives a good grip, it is made of vitreous enamelled steel and can be supplied in practically any colour, the cream finish being that most generally adaptable. The knob is fitted on to the lock spindle without the familiar little screw fastening that is so troublesome to adjust and to remove, and besides its principal merit in eliminating all need for cleaning, it also possesses the virtue of being quite reasonable in price.

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The new short sea service to the Continent *via* Harwich–Zeebrugge, recently inaugurated by the Great Eastern Railway Company, is thrice weekly in each direction—Mondays, Wednesdays and Saturdays outwards, and Tuesdays, Thursdays and Sundays inwards. Leaving London (Liverpool Street) at 8.40 p.m., Zeebrugge is reached in time to catch the 6.10 a.m. connecting train for Bruges, Brussels and beyond; and in the reverse direction, leaving Zeebrugge at 11.30 p.m., passengers are in London at 8 a.m. Without spending a night in the country it is now possible to have eighteen clear hours in Belgium.

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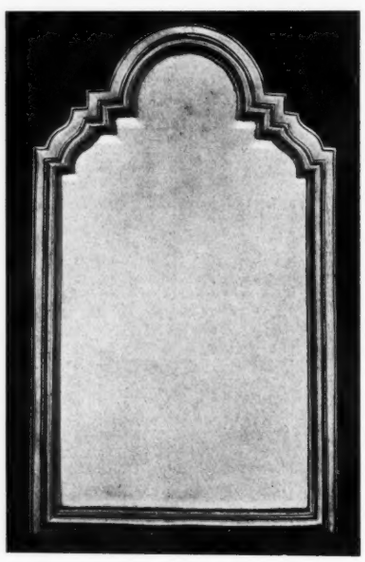
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LATE STUART SILVER FRAMED MIRRORS

FURNITURE OF THE COTTAGE.

As a piece of furniture the mirror has various uses, and as decoration it has no equal in lighting up dark spaces when there is light to reflect, while the image of the other walls and interior seen in the mirror lends spaciousness even to a small room. Then there is its obvious capacity to enable people to judge their appearance. Mirror frames of the seventeenth century are often of fine marquetry or inlay, later they generally are of wood carved and gilt in splendidly elaborate designs. In those times the mirror was an important if not an essential article in the toilet service of a lady of rank or means, and its silver or silver-gilt frame was frequently worked with figures, foliage and extremely ornate patterns, or in simpler style to suit the taste of those dear dead ladies who used to preen their plumes before it. The



A SILVER FRAME AND MIRROR OF 1714.

mirror is alluded to in " The Rape of the Lock " :

> And now unveil'd the Toilet stands display'd,
> Each silver vase in mystic order laid.
> First, rob'd in white, the Nymph intent adores,
> With head uncover'd the Cosmetic pow'rs,
> A heav'nly image in the glass appears,
> To that she bends, to that her eyes she rears.

and so on. The glass of the poem was probably very like one in the possession of Mr. Walter Willson of King Street, St. James's, which is dated 1714, for the first and incomplete version of " The Rape of the Lock " was written by Pope in 1711. The freshness and sparkle of it have a peculiar affinity to the glass and its silver frame. These mirrors are rare and precious, and generally are of small size, the present one being 30ins. high and weighing 66oz. The frame is in excellent proportion to the glass and fits closely to the surface of it. Simple but effective are its six members, disposed so as to produce a delightful play of light, shade and reflection. On the shoulders it passes from the rectangular into a series of curves and straights, culminating in a bold arch at the highest point. A smaller mirror framed in silver is also to be seen at Mr. Willson's. The inner moulding of this frame is raised a little above the surface of the glass and the members decrease in depth outwards. It has beautiful moulded cornerpieces full of exquisite and delicate detail, ornament, foliage, cornucopias and leaflets—the work of Benjamin Pyne in the year 1690.

To the same period belongs a splendid tankard, also the property of Mr. Willson. Seeing that it was made by Thomas Ker of Edinburgh in the year 1699, it seems a fitting vessel for drinking the health of " The King over the water," and indeed most probably was used as such, up to the death of Jacobite hopes. This splendid piece of silver is of faultless proportions and excellent design. Its circular body widens a little to the base and is divided by a narrow band of delicate mouldings, one being of rope decoration, while the base is richly moulded and boldly gadrooned. The cover is slightly domed, but is flat on top, and this space is decorated with a spiral arrangement of leaves and a gadrooned knop of baluster form. Its rim, also boldly gadrooned, is brought to a point in front. Cut card work and beading constitute the ornamentation of the massive handle of S shape, upon which the thumb-piece fashioned as an acanthus—perhaps intended as thistle—leaf is hinged. This magnificent piece of Scottish silver stands 7½ins. high and weighs 39oz. 19dwt.

The overlapping of styles is a phase almost as interesting in furniture as it is in architecture. The change is a gradual process incomplete for at least a generation. Many people, possibly the older, worked in the old manner, while others, perhaps alongside, explored the new possibilities. Buildings of the old style when erected long past their period are sometimes good in general effect while degenerate in detail, but there are examples wherein both general appearance and ornament are admirable. It is strange to see a cabinet obviously designed in and of the characteristic workmanship of Charles I's early period dated in the year of the accession of William and Mary, but this extreme case is not alone. There is in the Old World Galleries, Duke Street, Grosvenor Square, W., a charming little table of walnut which by appearance was made in the reign of Queen Anne. It contains three inlaid drawers, two above and one under, which possess their original handles, the case, which is cut out in curves at the lower edge, being supported on simple turned legs. On the top is inlaid a star and in each corner appears a figure, spelling the date 1757, when fashion had turned to the Chippendales and all their works. Upon the table is placed a square mirror in narrow walnut frame with supports that incline slightly backward. The case contains five small drawers, two in the lower range, the base being scooped out in a semicircle between, and three in the upper with quaint " wings " on projecting partitions between. Of very fine colour and stout proportions is a three-tier Welsh cupboard in oak made about the beginning of the seventeenth century. Part of the framework is decorated with bands of recessed mouldings, and the lower part has two doors with triangular drop handles and external hinges. Above are doors with a panel between, and from it rise turned baluster posts supporting the frieze and cornice, which project in front of the back panelling. Of very chaste appearance is an oak cabinet of the Jacobean or Charles I period, the lowest door and panelling being perforated in a lozenge design. In the galleries are porcelain, pottery, pewter tankards and plates and a square-faced Queen Anne clock by Benjamin Collier in a black lacquered case, which are quite in harmony with the extensive collection of cottage furniture.

D. Van de Goote.

THE ESTATE MARKET

STORMONT CASTLE AND CLOSEBURN

STORMONT CASTLE has been sold to the Cabinet of Northern Ireland as a site for the Northern Houses of Parliament and Courts of Justice. Messrs. Battersby and Co. carried out the sale, and the price paid is £20,000. The Castle is a modern structure, erected in the Tudor style under the supervision of Mr. Turner, of Scrabo stone. Situated between Knock and Dundonald, a couple of miles from the centre of Belfast, Stormont Castle is close to Cabin Hall, the temporary residence of the Northern Premier, Sir James Craig. It was at one time the residence of the Clelands, and more recently of Mr. Charles E. Allan of the firm of Workman, Clark and Co., Limited.

The estate has an area of 235 acres. The ballroom of the turreted mansion is 64ft. long by 24ft. wide, and the other rooms are of great size, among them the dining-room, which is decorated with panels of Aubusson tapestry representing scenes from the history of Alexander the Great. A long period must, in any event, elapse before the Castle can be used for the purpose for which it has been bought out of the funds of the Imperial Exchequer, in accordance with the Government of Ireland Act, and an immense amount of work will have to be done to provide the accommodation requisite for the legislative and judicial business to be transacted within it. Other properties just sold by Messrs. Battersby and Co. include Lord Gosford's County Armagh property and Lord Garvagh's in Londonderry.

Sir Harry Lauder's sale of Glenbranter, Argyllshire, will be held at Glasgow on September 14th by Messrs. Knight, Frank and Rutley. The estate extends to 9,768 acres at the head of Loch Eck, three miles from Strachur and sixteen from Dunoon. It will be submitted as a whole or in five lots, of which the principal one will be the house and 2,966 acres. The mixed shooting includes plenty of blackgame, woodcock, hares and rabbits, and a few grouse, as well as red deer and roe. The trout fishing in the river Cur and burns is first rate, and so is the sea trout, salmon and trouting in Loch Eck.

Closeburn Castle is to be sold at Dumfries on September 21st by Messrs. Knight, Frank and Rutley. It is undoubtedly one of the oldest inhabited houses in Scotland. There is salmon fishing in the Nith, which, on its course south-eastwards from Ayrshire to the Solway Firth, just below the town of Dumfries, abounds with fish. The castle at Kill-Osburn (from *Cella Osburni*) belonged for centuries to the Kirkpatricks. In the neighbourhood is the stream known as the Crickup, which, falling over a precipice 90ft. deep, forms the cascade called "the Grey Mare's Tail." Another fall near by is Crickup Linn, the beauty of which won from the author of "Waverley" a comparison with the retreat of Balfour of Burleigh in Lanarkshire. The area of Closeburn is 8,000 acres, and it includes the Hall, dating from about 1750.

Casa Bayona, Tunbridge Wells, commanding views of Ashdown Forest and Crowborough Beacon, is to be sold next month by Messrs. Knight, Frank and Rutley in conjunction with Messrs. Brackett and Sons. Wallacefield, on the outskirts of Shirley Woods, a short walk from Addington Hills, is to be sold in October.

SIR JAMES HORLICK'S HOUSES.

THE DUKE AND DUCHESS OF ROXBURGHE have bought the magnificent town mansion, No. 2, Carlton House Terrace, from the executors of the late Sir James Horlick. The house was originally the property of Lord Liverpool, and afterwards was occupied by Mrs. Maldwyn Drummond. Messrs. Curtis and Henson were the agents for the vendors.

The late Sir James Horlick's country house, Kidbrooke Park, a Queen Anne mansion in Ashdown Forest, has also been sold by the firm. It is a substantial and beautiful structure of local stone, and was built by Lord Abergavenny, whose armorial bearings are displayed upon it. The 220 acres afford excellent sport, for the property is surrounded by thousands of acres of natural woodlands.

Sir James Horlick had an exquisite taste, not only as regards residences but their furnishing, as readers of COUNTRY LIFE are aware. The marqueterie and lacquer and other furniture in his collection were described and illustrated in these columns on April 30th last (page 530).

Colonel Barry has sold outlying portions of his Catsfield estate, near Bexhill, through Messrs. Dibblin and Smith. New Barn Farm, extending to 68 acres, was purchased by the tenant. The price realised was over forty years' purchase, sporting rights being reserved to the vendor. Batcups Farm, 52 acres, and Tilton, Catsfield, a sixteenth century house and 25 acres, for years the residence of Colonel Barry, which has lately been occupied by Mr. and Mrs. Henderson, were also sold.

SYDNEY SMIRKE'S WORK.

THE mansion of Oakley Park is the work of, and was one of the earliest commissions entrusted to, Sydney Smirke, younger brother of Sir Robert Smirke, whose name is remembered for his work at the Mint, the General Post Office and the British Museum. Sydney Smirke designed Oakley Park for Sir Edward Kerrison, and the neighbouring Thornham for Lord Henniker. It is a fine and, on the whole, commendable example of its period, and seated in surroundings of great charm. The grounds with their stately balustrades and terraced gardens, their ample stairways and urns, vases and statues, lead to the park of 600 acres, which is full of fine timber and stretches from Hoxne to Oakley. Through it flows the Dove on its way to join the Waveney. The mortgagees have directed Messrs. John D. Wood and Co. to dispose of the whole property, 1,295 acres, by auction. The mansion and 190 acres or 730 acres would be sold separately. There are 140 acres of well placed coverts at Oakley Park, which is in a very good sporting district, twenty miles from Norwich and just over three miles from Diss Station.

Henbury Manor, Wimborne, a Georgian residence built in 1714, is to be offered with a few hundreds of acres in the autumn. Another country house in the firm's hands is Woolcombe St. Mary's, Uplyme, with 423 acres, near Lyme Regis and Axminster, on behalf of the executors of the late Sir Ernest Blake, K.C.M.G.

DATE OF MOOR PARK AUCTION.

MOOR PARK is to be submitted at the Mart on October 11th by Messrs. John D. Wood and Co. The Surrey retreat of Sir William Temple has been so recently dealt with at length in the Estate Market column of COUNTRY LIFE (July 30th, page 145) that there is no need to say more of it now.

MOULSFORD MANOR.

TWICE within a year Moulsford Manor, Berkshire, has been sold, through the agency of Messrs. John D. Wood and Co. It is a very complete residential and sporting estate on the Berkshire Downs between Newbury and Oxford, twelve miles from Reading, amid some of the loveliest scenery of the Thames. The 2,100 acres have over a mile of frontage to a quiet upper reach. Luxuriously appointed the old Elizabethan manor house has remained unimpaired in antique charm, and its many finely panelled rooms and massive old oak staircase are noteworthy features, as are also the beamed ceilings. In the grounds is a paved walk—from the yew-hedged formal garden, past the south front of the house, down steps through the terrace gardens, and rose and vine pergolas—to the riverside lawns.

Another property, smaller, but choice, that has also been through the same firm's hands twice in a twelvemonth, is The Thorns, Northwood, fourteen miles from London. It has been recently redecorated throughout, and has central heating, electric light, and modern sanitation, and it overlooks and practically adjoins Northwood golf course.

BARTON MANOR, COWES.

BARTON MANOR near Cowes, for sale by Messrs. Daniel Smith, Oakley and Garrard, is historically one of the comparatively few interesting properties in the Isle of Wight, and it is also noteworthy for the evidences it exhibits of the genius for estate management which characterised the Prince Consort. To him was due the design and erection of the buildings, and the construction of the pretty Solent and Valley Drive. Barton Manor was an adjunct of Osborne during Queen Victoria's tenure of that estate. The manor of Berton, then Barton, belonged to the Mackarels of Brook, passing with Brook to the Glamorgans, from whom it was purchased by John de Lisle, who bestowed it on Barton Oratory. It remained with the Chaplains of Barton until 1439, when the archpriest granted it to the Wardens and Scholars of Winchester College. It was purchased from them in 1845 by the Prince Consort, and added to Osborne. Other lands adjoining, including Woodhouse Farm, were bought at the same time. Additions were made from time to time. It is for sale by order of the Commissioners of Woods, Forests and Land Revenues, and has an area of 725 acres.

SALES BY PEERS.

A SATISFACTORY result attended the auction by Messrs. Winch and Sons of another section of the Hemsted estate in the Weald of Kent. Outlying portions, extending to 1,056 acres, came under the hammer at Maidstone. Competition for all the lots was keen, and a total of £23,235 was obtained.

Recent sales by Messrs. Barber and Son through their Wellington office, include a large area of farming land, formerly part of Lilleshall; all the lots which were bought in of the Leaton estate; 1,420 acres of Hatton and Evelith; and Rudge Hall estate, 1,440 acres.

The Duke of Leeds has sold about £90,000 worth of Kiveton Park properties, in the West Riding, to tenants. Roundly 5,000 acres of the same estate came under the hammer of Sir John Oakley (Messrs. Daniel Smith, Oakley and Garrard) in fifty-five lots. Of these, sixteen lots were sold, the acreage being 550 acres, and the realisations just over £14,500. A few lots were sold at the close of the auction.

Colonel and Lady Helen Forbes have sold Wye House, Marlborough, with 9 acres, through Messrs. Edwin Fear and Walker, in conjunction with Messrs. Thake and Paginton. The former firm's sales also include 80 acres on West Tisted estate; and a property of 3 acres near Basingstoke, called Springfield, in the parish of Sherborne St. John, jointly with Messrs. Jennings and Lear.

Castle Craig, the Peeblesshire estate of 3,000 acres, in the market, through Messrs. R. and J. M. Hill, Brown and Co., is noted for the beauty of its grounds.

Southover Hall, Burwash, with 670 acres, a modern mansion, near Ticehurst Road Station, is included in one of the early auctions to be held by Messrs. Hampton and Sons. The sale is fixed for September 23rd at Tunbridge Wells.

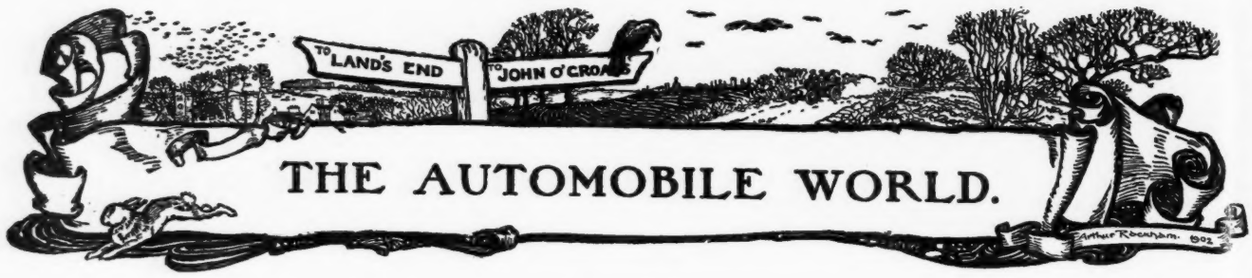
Next Thursday, at Dover, Messrs. Terson and Son will sell a St. Margaret's Bay residence known as The Contract. The house was so named by the late Mr. L. V. Bathurst, after a wood on the Norfolk estate which he owned, and where King Edward often shot. The Contract is a substantial and pleasing house, with splendid sea and inland views, and nearly an acre of garden.

Daneshill, Stevenage, 3 acres, is to be submitted by Messrs. Maple and Co. on September 27th. The firm has also a Georgian house and 23 acres, with an Adam drawing-room; a Falmouth house, having gardens running down to the harbour; and The Mirrie, opposite the fifth hole on the Denham golf course, for immediate disposal.

Saybrook, a freehold practically adjoining St. George's Hill golf links, is to be sold next Wednesday by Messrs. Constable and Maude, who will, at the same time sell Kenegie, Penzance, a house in the Tudor style, with 30 acres.

The option to purchase Ken Wood, Lord Mansfield's Hampstead estate, for the public is extended until November 1st One of the many houses overlooking the estate, Beechwood, Hampstead Lane, will be sold on September 29th, by Messrs. Prickett and Ellis and Messrs. Collins and Collins, with 4¼ acres, freehold. The former firm is to submit Treval, a modern house in the same district, on September 15th, at a moderate reserve, for such an exceptionally finely built residence.

ARBITER.

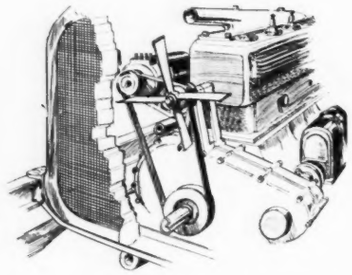


THE FAILINGS OF THE MODERN CAR

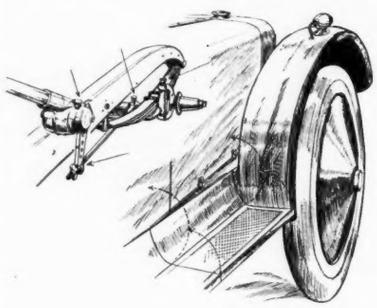
IN several quarters grumbles are heard as to the quality or the performance or some other matter connected with the modern car. It may be that the new advertising that cars receive has caused buyers to expect more than can reasonably be given by a car manufacturer. It may be that cars of to-day are not so good as they ought to be. Whichever is the case, it is a fact that quite a number of disgruntled purchasers of well known alleged high-class cars can be found. Where, then, does the fault lie? Is the charge to be laid at the door of the manufacturer, or is it the fault of the buyer, who does not give his car the attention that it really requires? Or is it a matter of design pure and simple?

As is generally the case in such a matter as this, the true explanation may very probably be found to consist of a mixture of all these things. The present exacting demands made upon the manufacturer in the matter of getting his production costs down to the lowest penny, the absolute necessity for turning out as many cars as he can sell—and perhaps a few more—in the minimum possible time, and the fact that labour is no longer the conscientious working tool that it used to be, all contribute to make the successful production of a really good car a thing of increasing difficulty. And then a very large number of modern motorists are entirely new to the game. Of course, everybody must make a start, but it would seem that in pre-war days the motorist was willing to make a much more cautious start than he will make at present, of which the explanation may be found in the fact that more often the buyer is in the same position as the manufacturer. He, in his own sphere, caught in the post-war rush, is compelled to get in the maximum amount of work in the minimum amount of time, with the result that he has neither the opportunity to study nor the time to look after his car that he really ought to find if he may reasonably expect to get the best out of his purchase.

With the evils that follow very carelessly organised mass production, and with the temperament of individual buyers, I am not now concerned, but as one who has, during the period since the war, tested a very large number of cars and has had through his hands practically all the well known cars now on the British market, I think that a general review of the cause of these troubles, where they can be reduced to cold print, may be useful, and perhaps my notes will be of value to both private users and manufacturers.



While some engines are more accessible than others, all that have side by side valves suffer from inaccessible timing gear, a point that is illustrated in this drawing. Before the timing can be re-set the radiator has to be dismantled, also in the case of some cars it is very difficult to get at the fan and dynamo belt when the radiator is in position.



Grease cups are the great bugbear on the modern chassis, and they are almost invariably inaccessible. In the above sketch the artist has shown how a hinged running-board and valances could be made to facilitate access to the greasers on the steering gear.

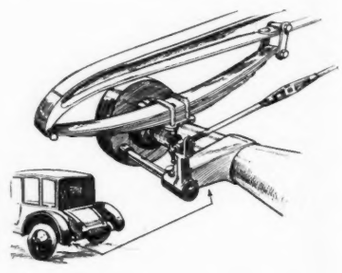
Although I am in no way concerned with manufacturing methods, I must in fairness point out that mass production in itself need not in any way adversely affect the quality of a car. It is only ill-organised or unfortunately conducted mass production that leads to regrettable results, and there would be no point in denying that the British motor industry has suffered from a certain amount of ill-conducted mass production methods during the last couple of years. At the same time, some of our post-war cars have been produced under quite good mass production methods, as is evidenced by the performance of such cars, for instance, as the Albert and Bean.

At the other end of the scale there are those cars manufactured in small factories, which, in many cases, are either just starting or only just getting into anything like a useful working stride. The output of these factories is very small, and in many cases it is evident that the makers have behind them a quite inadequate experience, or suffer from the lack of a competent staff. Both these circumstances lead to the same fault in the product; the car may be quite good as regards its design, and its engine may have a wonderful output of power for its size, but the workmanship put into the complete job is of such an inferior quality that the car is quite incapable of withstanding the demands made upon it by the modern owner and by modern roads.

Faulty workmanship is a disease that can only be cured by eradication. A car that is badly made will never give proper service however much attention be devoted to it, but it is very difficult and often impossible for the private buyer to decide whether the car he fancies suffers from faulty workmanship until he has taken delivery of it. As a caution I can only repeat the advice that others as well as myself have given times without number—the car with a name gives much better promise of satisfactory service than a car without a name. Established makers cannot afford to risk their reputation by bad workmanship. It is true that new makers are likely to pay particular attention to the quality of their workmanship while they are building up their reputation, or it might be more accurate to say that new makers would *like* to pay more attention to the quality of their workmanship if they had the opportunity. In many cases this is sadly lacking. Of course, it would be absurd and grossly unfair to damn every new car that made its appearance because it was new. All that I say is that if anyone fancies the purchase of a car of which the maker is new, he should take particular care to examine its design and workmanship. The design of a new car is generally first-class, otherwise there would be no justification for its introduction to the market, but in workmanship too often it is sadly lacking in quality.

It is with design primarily that I am now concerned, and it is a fact that has been brought forcibly to my notice that the design of plenty of our cars, and *especially of old established* cars, is not by any means so good in all details as one has the right to expect. Primarily, the biggest failings of modern design may, in my opinion, be resolved into questions of accessibility. In their very commendable efforts to produce a chassis that shall give exceptional performance as regards engine power, suspension efficiency and all the other hundred and one things that go to constitute car performance, designers too often forget that the motor car, as assembled in their works, seldom goes through its life without requiring some attention.

Now there has recently been a campaign of grumbling against the high charges made by garages—where there is smoke there is fire, and bitter experience has taught many of us that the average garage proprietor seems to regard his



Commendable efforts are shown in some cars to improve the brake adjustment, but the arrangement shown above is still quite common. The butterfly nut at the end of the brake rod is easily turned, but is difficult to get at in a closed car or on a touring car with luggage on its carrier at the rear of the body. The turnbuckle adjustment shown in the brake rod is now practically obsolete, but it used to be common and could only be got at by an operator lying on his back under the car.

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private car customer as an unlimited supply of wealth. But the other side of the fence is seen when the garage proprietor adduces in defence of his high charges the long time that it has taken him, or his men, to get at the parts that required adjustment. There is not the slightest reason why a motor car chassis should contain any adjustment that is beyond the means of quite an ordinary private owner. Some parts of a chassis may well go for years without attention. In the case of these some inaccessibility is justifiable, if not welcome, but other parts of the chassis are bound to require adjustment, and in these the slightest suspicion of inaccessibility should be enough to condemn the car in the mind of a prospective purchaser.

Not so long ago I was looking at a light car of which the tappet adjustment would be several hours' job. The reason was not so much an inherent fault in the engine design as the position of the exhaust and inlet manifolds and also that of the carburettor. It is quite easy to design an engine of which the tappets can be adjusted without the previous removing of the carburettor.

Partly, no doubt, due to modern haste, several engines leave the works incorrectly timed, which of course reduces the performance of a car enormously. There is an instance in one light car engine that I know, and there may be others, of which the timing may be altered to any extent without previous dismantling of a single component. It may be said that the average private owner does not want to tamper with his timing, and therefore great accessibility in this respect is not a very special asset. But all sorts of things are likely to occur, and where accessibility can be obtained it should be secured and offered to the owner.

And then there is that annoying component of every petrol car—the clutch. Clutches ought not to go wrong, but they very often do. There are two or three otherwise excellent cars being supplied to the British public in quantity of which the clutch adjustment is enough to awe all but the most hardened, unfeeling mechanic.

And then, working a little further back along the transmission, take the speedometer drive. Some makers *will* fit belt driven speedometers with the same audacity that they were supplied in pre-war days. A belt driven speedometer is not merely a comic and expensive ornament to the instrument board of a car—it can never be relied upon. Sometimes it is accurate, but when this is the case it is purely accidental. The positively driven speedometer is very easily fitted and many cars have it as a standard fitting. The front wheel drive is now discounted for no particularly good reason, but gear-boxes and back axles enable the taking of a positive drive for the speedometer from them, and, besides the accuracy in reading that results, the drive itself is totally enclosed and it is assured a much longer working life.

The mention of positive drive brings up the old topic of dynamo drive. Has any owner of a car fitted with a belt driven dynamo escaped trouble with his electric equipment? Dynamo belts are made to give trouble, and they are the one component of a car chassis that can be faithfully relied upon not to fail in this respect. When the increasingly popular combined lighting and ignition unit is fitted, the belt driven dynamo is definitely ruled out of court, and if any argument were wanted in favour of the combined lighting and ignition unit, it could be found in this necessity it incurs for a positive drive for the dynamo.

Whereas some cars have surprisingly good brakes, I have found plenty of modern cars sadly lacking in this respect. The tendency to fit both hand and foot brakes to the rear wheels in my opinion should be encouraged, although, I realise, the transmission brake has distinct advantages. But wherever the brakes are situated, simple adjustment is an essential that is not by any means universal. With such a question of the pros and cons of four-wheel brakes I am not now concerned, although I imagine that the time is not very far distant when all high-class cars will be so equipped.

And is the suspension of modern cars all that could be desired? On the one hand there is a car like the Lanchester and at the other end of the scale light cars such as the A.C., the Horstman and Wolseley, of which the suspension is little short of wonderful. On the other hand, there are cars that are miseries to drive except when they are loaded with the precise full load for which they are intended. A car that will only travel well under a certain definite set of conditions cannot pretend to be even decently sprung.

Some of our new cars are remarkable for their silence and smoothness of running; others make no pretence of a really silent exhaust, and some drivers openly announce their preference for an exhaust with a pleasing "bark" about it. Exhaust noise in itself can seldom be regarded as objectionable. What is really objectionable is an engine or a chassis, or both, that begin to rattle or jingle or throb noisily as soon as the speedometer needle indicates more than about 35 m.p.h. There are plenty of such cars on the road, and there are plenty of chassis of which the gear-boxes could more aptly be described as "unmusical boxes."

Some of our more progressive designers, backed by firms who realise that what was good enough for the motorist ten years ago does not satisfy the more critical customer of to-day, have made highly commendable and in many cases tolerably successful efforts to eliminate that bugbear of the modern chassis—the grease cup. Every owner driver entirely forgets the greaser cups on his chassis, and I do not blame him. If ever I was unfortunate enough to own a car equipped with these abominations, I should do the same as all other users; that is, I should refuse to grovel under the car and get myself in a filthy mess two or three days every week. I should leave the grease cups alone. Trouble, of course, would develop, and then I should go to the manufacturer with a claim under his guarantee that he would almost surely repudiate. In the final result I should be a very dissatisfied owner of an "X" car. I should tell everybody that the car was not to be relied upon and that it wanted continual attention; that its maker was entirely without any sense of responsibility as regards his product. From the maker's point of view I should be entirely in the wrong. I should have got no more than I asked for by my neglect. It would not be his fault if I refused to attend to this "minor adjustment" that was necessary with his car, as it is necessary with every other car. That would be his side of the case.

My side would be that in this year of grace—1921 and getting well on towards 1922 in so far as motor cars are concerned—there ought to be nothing about a chassis that should require a periodical attention that should involve the man who has to give it in a horrible mix-up of grease and mud. To mention only one or two examples: The Guy eight-cylinder chassis is lubricated throughout entirely automatically; the Cubitt, the lowest priced of all British medium-powered cars, is without greaser cups, as also is the Horstman among light cars. If one car can be made and function satisfactorily without these abominations, all can. An expensive lubrication system such as that fitted to the Guy is not necessary to avoid the greaser cup; there are plenty of alternatives, and if any of them suffer from certain shortcomings these are as nothing compared with the evil they abolish.

Finally, there is one shortcoming on the chassis of practically every British car. The Armstrong-Siddeley and the 20 h.p. Wolseley are, I believe, the only exceptions. I refer to the absence of an engine-driven tyre pump. This highly useful accessory is fitted as standard to several quite low-priced American cars. Why every British car does not have it I can never understand, and I rather imagine that if more of our makers would set to work to study its adoption they would find a mechanical driven pump a very useful secondary talking point.

W. H. J.

An Epoch-Marking Event.

AN event of considerable historical importance took place recently at Hamble; to wit, the launching of the first Australian naval aircraft which had been built in the works of the Fairey Aviation Company, Limited. The machine is of the same type as the standard Fairey Rolls-Royce seaplane used by the R.A.F., with certain modifications to make it specially suitable to Australian conditions. The engine is a Rolls-Royce "Eagle," the fame of which is already world wide, and it gives the machine a cruising range of over 550 miles at a speed of 100 m.p.h. with its full complement of three passengers and a load of bombs, guns, ammunition, wireless apparatus, etc.

Perhaps the most interesting feature of the construction of the machine technically is the employment of the Fairey variable camber wings, by which a pilot is able to alter the actual section of the wing while the machine is in flight. Thus for leaving the water and for landing at slow speeds a high camber wing is obtainable, while for diving a flat, highly efficient wing is available. The wings are also made to fold back along the fuselage to facilitate stowage, and the centre section has a sling for hoisting the machine on board ship. In taking off from the water, which can be done in fifteen seconds from the time that the machine begins to move, the machine flies normally on the main floats with a certain amount of weight on the tail floats, the water rudder being immersed. As the speed increases up to the low taking-off speed of less than 40 m.p.h., the machine hydroplanes on the main floats, the tail float leaving the water and the steering being effected by the air rudder.

For Australian conditions, the fuselage and tail are specially coated with a new aluminium dope which is intended to prevent the light rays from setting up a high temperature in the wings, and the floats are painted white for a similar reason. Each float is divided into nine compartments by watertight bulkheads so that accidental damage cannot sink the machine; and the bottoms of the floats are protected by steel runners, so that the machine may be hauled up on the beach.

After a luncheon at which Major-General Seeley was in the chair and at which a very distinguished company was present, Mrs. Hughes, the wife of the Right Hon. W. M. Hughes, the Prime Minister of Australia, launched the craft from its housing on to the water, after a christening ceremony, when the boat was given the name of *The Mary*. The whole ceremony was distinctly impressive, and the company pondered deeply on the significance of the Chairman's remarks that quickness of communication was the great question of the British Empire, and that the Australian Air Service was making a pioneer effort towards its solution.

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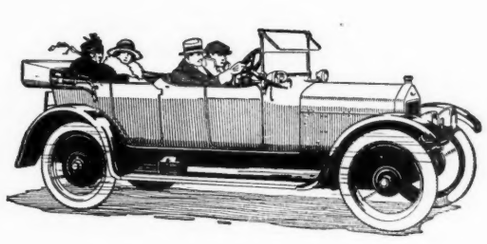
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REVIEW OF 1921 RACING

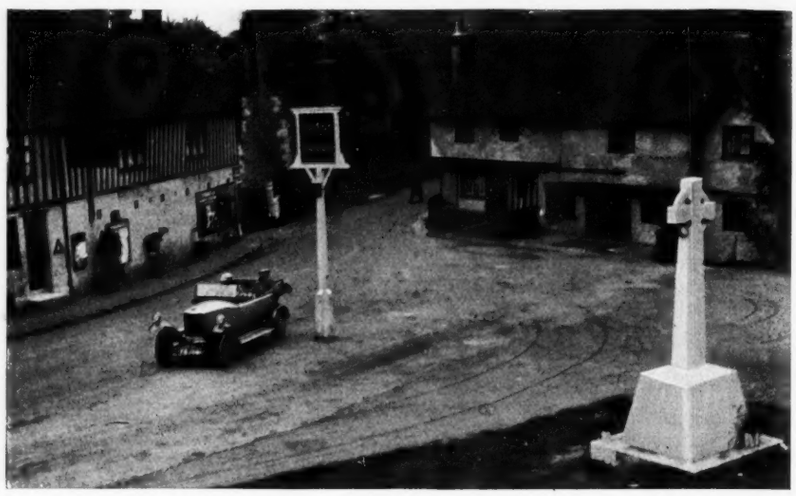
THIS season, that in many respects has been a record, is now drawing to a close. Motor car racing on the two leading tracks of the world—Brooklands and Indianapolis—has been reponsible for some astonishing performances, and what is most impressive of all, the most striking of these performances, which in themselves have often exceeded anything previously accomplished, have been done on cars smaller than used to appear in big racing events.

In fact, in broad outline, this year may be called the small car year, and the most brilliant and astonishing performance of all, the attainment of 105 m.p.h. by the late Mr. Harry Hawker on his A.C. may well go down in history as marking the beginning of a new epoch in automobile principles. The Indianapolis race in America was won at higher speed and with a smaller engined car than has ever previously been the case. The Grand Prix race at Le Mans in France was an astonishing event altogether, what with its sensational entries, still more sensational withdrawals, and the final really startling re-entry by two British drivers at the last moment as private owners. It seems to be a fairly sound opinion that the race would have been a British victory had it not been for tyre trouble, for the two British cars were dogged by the tyre fiend most wickedly from start to finish. The Talbot, driven by Major H. O. D. Segrave, took exactly an hour longer than the winning car over the course, and of this hour, fifty-eight minutes were taken in tyre-changing, without allowances for the slowing down to the stop for a change and for the getting away afterwards.

The Motor Cycle Tourist Trophy race was held in the Isle of Man for what promises to be the last time. The races were won at record speed, A.J.S. machines secured the first four places in the Junior race and the second man in the Junior race winning the Senior, one of the most remarkable conclusions ever witnessed to any big race meeting. And now it is suggested that the historic event of the Isle of Man will be transferred next year to Belgium, the reasons given being the indifference of the Manx authorities to the event and the highly dangerous nature of the course. It is suggested that next year's Tourist Trophy race be held in Belgium because keen public support and sympathetic public authorities are assured.

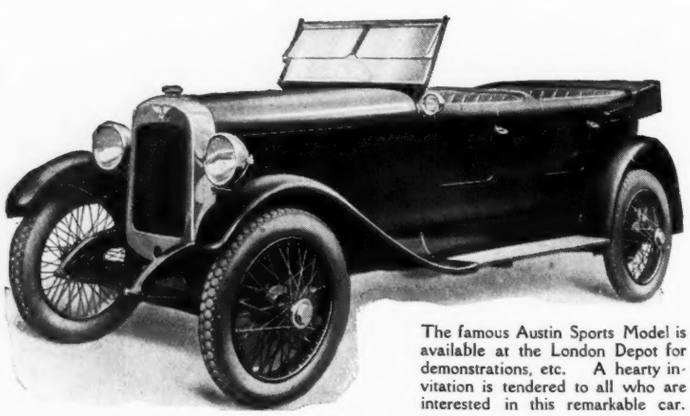
If this change of venue takes place it will be interesting to see whether it affects the projected R.A.C. Grand Prix races in the Isle of Man next year. If the Isle of Man course and the Isle of Man jurisdiction are unsuitable for motor cycles, they are surely unsuited for cars. It is a great pity that a road racecourse cannot be discovered, or cannot be arranged in England. There are several places where a big race could be held without causing serious dislocation of the ordinary affairs of life, as, for instance, Salisbury Plain, or even, as has been suggested, Richmond Park.

One of the most important 1921 events in the sphere of motor car racing is the light car race organised by the Junior Car Club to be held at Brooklands on October 22nd. This race is limited to cars of 1,500 c.c. capacity and already over fifty entries have been received, while it is probable that more will be made at the eleventh hour. The races are to be



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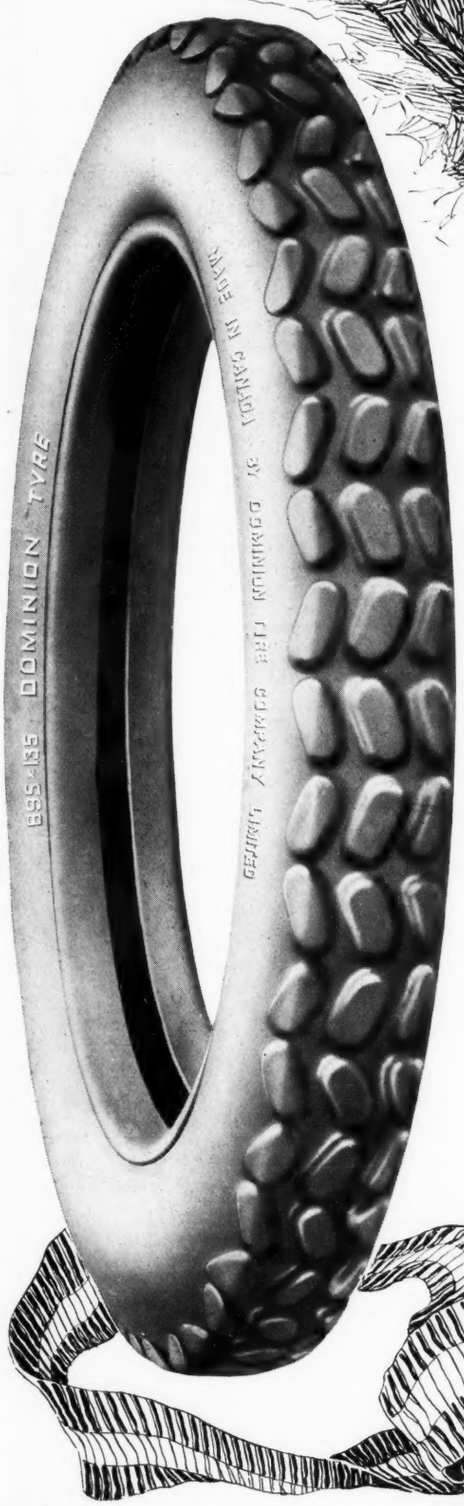
In spite of the greatly improved general trend of car manufacturing principles, many motorists still find it difficult to credit that a car "of Austin pretensions" can be sold at such a moderate figure as

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Still, the fact remains—the Austin Twenty, a car of remarkable luxury, completeness of equipment, and superb quality is priced "within reach." Austin production-principles alone make this possible, but YOU reap the benefit.

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Given that the car has had its thorough overhaul and tuning-up, the only things in doubt are the tyres and the weather.

No tyres can ensure you good weather, but Dominion Nobby Treads can be relied upon to see you through under all weather conditions, and bring you safe home again without worrying whether they will "stick it out."

Dominion Nobby Treads have been proved effective under emergency conditions as non-skids; the cushioning of the knobs of vibrant rubber—*built with the tyre, not added afterwards*, takes up many a jolt and jar that otherwise the springs would hand on to you, and Nobby mileage has now become a favourite topic of conversation wherever motorists foregather.

Dominion Nobby Tread were produced for the rough going of Canadian roads—roads of a kind which are never seen in this country. That is why tyres of such resilience and strength have come as a revelation to British motorists.

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run in two classes, one for cars of 1,100 c.c. or under, and one for cars between 1,100 c.c. and 1,500 c.c. In view of the facts that firms like Sunbeams and the Talbot-Darracq are either contemplating, or have actually begun, to design or manufacture a special car for the race and also that all the best known light car drivers of Brooklands are entering, some very astonishing performances should be put up. Cars like the A.C., Aston Martin, Bugatti and Horstman may be relied upon to provide an excellent event both from the spectacular point of view and also from the more practical aspect of proving the real capabilities of the well constructed, well handled modern light car.

This 200 mile race for light cars has been preceded by a 500 mile race for motor cycles, which was won at a speed of nearly 80 m.p.h. The remarkable success of the motor cycle meeting has in large measure led to the already assured popularity of the light car event, and it is to be hoped that October 22nd will be a day of fine weather so that all the entered cars may display of their best.

Long distance events are something new for British racing, and there has been much talk within the last few months of the advisability of the inauguration of a series of long distance events for cars at Brooklands, but this Junior Car Club effort is the first realisation of the idea. It seems quite possible that the event will become an annual one, if it is not repeated even more often, but whether it will ever be extended to comprise big cars is somewhat problematical. In fact, as far as big cars within the old meaning of the term are concerned, that is to say, cars of more than 4,000 c.c. capacity, it is almost certain that no such event ever will materialise, for the speeds that are now attained by cars like Three-Litre Sunbeams are quite as high as those previously common with racing cars of any size, and are quite high enough to provide all the thrills and to tax to the utmost the capacity of Brooklands Track.

In a rather different class from racing pure and simple is the speed hill climb. For years the Shelsley Walsh hill climb has been the classic event of its kind, and since the war, during which it was suspended, it has been revived with a renewed vigour. This year it takes place on September 10th, a date that, incidentally, clashes with a Junior Car Club meeting at Brooklands, and in view of the fact that K. Lee Guinness and H. O. D. Segrave with their Grand Prix Sunbeam cars, together with such racing cars as Vauxhalls, Straker-Squires and surely Captain Nash's Kim II will appear, there will surely be a remarkable meeting.

Road Signals.

ONCE again an accident has been caused through misunderstanding of, or misapplied signals by, a car driver. On this occasion the accident was unfortunately attended with fatal results, and although the details are, as is usual, somewhat obscure, there seems no doubt that the absence of a signal, or the giving of a wrong signal, was at the bottom of it. The topic is not a new one, and it was revived a short time ago by the Ministry of Transport, which was going to abolish all road accidents by a stroke of the pen by formulating a code of signals that could not possibly be misunderstood and could not possibly be misapplied. Naturally, like most other Ministry of Transport schemes, this one went agley, and the state of affairs as regards road signals is now more chaotic than ever.

It seems difficult to impress upon all drivers the necessity for signalling in every instance, and also what signals they should adopt to indicate certain movements. There are, however, certain methods that are generally accepted and widely understood. The right fore arm extended outwards with the palm of the hand downwards indicates a stop; with the palm of the hand pointing forwards it indicates that the driver is about to turn to the right. When the Ministry of Transport made its suggestions it did not endorse that the wave of the arm alongside of a car should be taken to indicate that the car was to turn to the left; but a signal to denote this turn seems necessary, and for want of anything better, this circular waving of the right arm over the right side of the car has a merit that it is perfectly clear, once it is accepted generally as indicating a coming left turn. Unfortunately, it is impossible for a driver of a car to signal himself on the left side when he intends to make a left turn, unless he happens to be driving a left-hand drive car, when, of course, he is equally handicapped in making a right-hand turn.

What is of vital necessity is a wholesale condemnation of incorrect use of signals. It is, for instance, quite common to see a London taxicab driver hold out his right hand for a left turn—if he deigns to signal at all, which too often he does not. The giving of signals by passengers in vehicles, especially in chars-à-bancs, is fraught with danger. Very often they are given without the driver's knowledge, especially when other vehicles are attempting to overtake and pass.

In our opinion a drastic modification of present traffic conditions is absolutely essential and, as a first step, should take the form of more forcible insistence of slow-moving vehicles keeping to the near side of the road. In London traffic practically 90 per cent. of the bad blocks that occur may be traced to some slow, cumbersome vehicle being too near the centre of the road; and although congestions are not so frequent, they are just as annoying when due to the same cause on open country roads.

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The POWER of a TRACTOR

THERE has always been a certain amount of difficulty in understanding the meaning of the word power. In itself it is simple enough and signifies the capacity for getting work done in time. A powerful horse deserves that appellation only if he can do plenty of work in a given time; it is not enough merely for him to be able to exert a tremendous pull, he also must be capable of prolonging his effort for reasonably lengthy periods and of moving at a good speed while he is pulling. The same applies to the tractor. Mere drawbar pull signifies nothing in itself if there is not speed with it. At the same time, there is a danger, when trying to indicate what is meant by a powerful tractor, in endeavouring to draw too close an analogy between it and the horse. A strong horse capable of exerting a tremendous pull is also, provided he be sound in wind and limb, usually capable of working at a good rate and therefore deserves the credit for being powerful in the fullest sense of that term. The same conditions do not necessarily apply in the case of a tractor.

The power of a tractor, if it be, as in the case of the horse, in good condition, is generally sufficiently indicated, other things being equal, by the size of its engine; and unless the engine be altered it is pretty safe to say that the power of the tractor as a whole cannot be materially increased. A big, powerful engine, generally, connotes plenty of power at the drawbar



THE AUSTIN FARM TRACTOR HAS HARVESTED A SIXTY-ACRE WHEAT FIELD IN THIRTY HOURS.

of the tractor. It is, however, quite possible so to design a tractor which has an engine of but moderate power that it can, nevertheless, exert a fairly strong pull. As a natural consequence, however, its speed will fall, so that the lack of actual power in the engine will manifest itself in the inability of the tractor to haul its load at speed. This is a condition which is more rigidly established than the most permanent laws of the Medes and Persians, and I was not a little astonished, therefore, a short time ago to receive a note from the Austin Company to the effect that by an alteration to the gearing of the well known Austin tractor they had been enabled to increase its power by some 30 per cent.

The note had clearly been sent on to me in the hope that I would give publicity to it in this column and my first impulse was to give it that publicity and at the same time give my readers due warning against attaching too much importance to the statement as it stood. On second and, as it now turns out, wiser thoughts, I decided to stay my hand until I could have an opportunity of seeking some explanation of this seemingly extraordinary claim. I was fortunate enough a few days ago to meet the chief of the Austin Agricultural Research Department, a gentleman well known to the readers of this page, for which he used to write under the *nom de plume* of "Ploughshare." He was so good as to provide me with the following interesting and convincing explanation:

It appears that the earlier model of the Austin tractor was so constructed, particularly in regard to its gearing, that the engine only delivered its full power when the tractor was travelling, on ploughing gear, at a speed of about two and three-quarters or three miles per hour. But it is very rarely that a farmer will consent to plough at that speed, largely because, with present-day implements, the furrow is not, in those circumstances, so well turned as the majority of good ploughmen like to see it. Generally, in order that good ploughing may result, the tractor is kept down to a speed of about two miles per hour. Now, at that speed the Austin engine could not develop its full power because it was not revolving fast enough, so that what was really a three-furrow tractor in all but the worst conditions of working became in many cases merely a two furrow machine.

The realisation of such a difficulty does not come any too quickly to a manufacturer, for, of course, it would only come to light after many customers had taken delivery of their tractors and had had several weeks' ploughing with them. So soon as the makers of this machine became aware of the trouble, however, they took steps to correct the fault by so altering the gears of the tractor that its engine developed its full power when the tractor was only travelling at about two to two and a quarter miles per hour. The result is that at the real ploughing speed the full power of the engine is available instead of only a little more than three-fourths. Hence the justification for the Austin claim that, by altering the gear of the tractor, they have increased its power by 30 per cent.

CULTOR.

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In the sale on September 6th will be included Hawkley Golden Rose 8542 (awarded two English Guernsey Society's milk record certificates), Mildred of Bel Air 13752 (which beat the great Fussey's Dora at the Devon Show last year), Morland Diamond 10847 (which has twice exceeded six gallons of milk a day), Blanchette 2nd of Retot 12569, Morland Blanchette 13762, etc. Fussey's Dora 10036 (which gave with her first five calves 52,478.25lb. of milk and 2,421.31lb. of butter fat, an average yield of over 1,000 gallons of milk per calf) may well be classed among the greatest dairy cows in this country of any breed.

Mr. Ferrand has made a practice of having cattle over six months old tested about every nine months and as an example of how remarkably free Guernsey cattle are from tubercular disease it is a noteworthy feature that not one animal in this herd has ever failed to pass this most searching test. It has been a practice to have the animals over two years old tested for contagious abortion, and at the last test every animal was found to be free. Mr. Ferrand is, however, willing for any buyer to have his purchases re-tested for either of these diseases before they leave his farm, and to cancel the sale of any animal which might fail to pass. A special guarantee is also given that every animal (with one exception) which has been served six weeks or more before the sale is in calf, and in the event of any animal proving not to be in calf by a specified time she may be returned free of all charge, and the sale will be cancelled.

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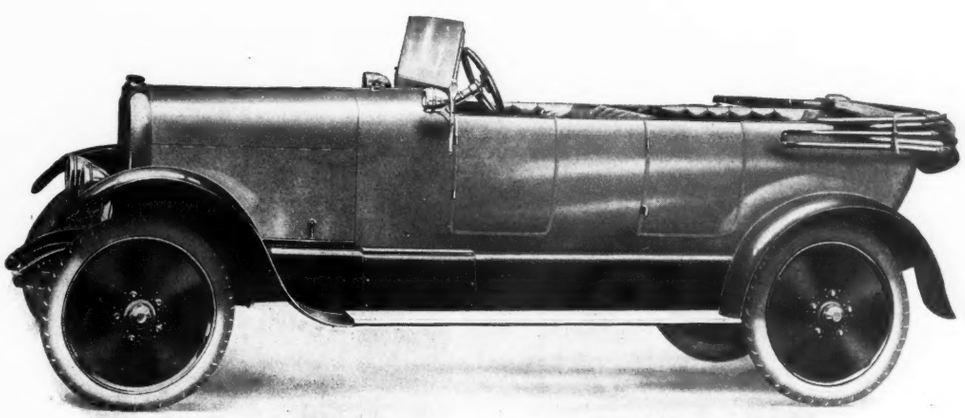
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J.C.F.

THE VOGUE OF VELVET

MODES THAT LEND ELEGANCE TO MIDDLE AGE.

THE dignified pose La Mode is favouring in dress just now, engendered by longer and fuller lines, draperies, and the more shapely corsage, is inevitably bringing in its train the richest of fabrics and velvet. The latter is already offered in so many different qualities and expressions as to be almost bewildering—plain, corded, embossed, painted, printed, woven with metal threads; in fact, no single possibility has been overlooked in connection with this material; while the colourings are of the most exquisite and beauteous character, stained glass window reds and blues, yellows ranging from a pastel tint to a deep tangerine orange; artistic copper *nuances*, pinks of the Malmaison and La France rose, together with such delicate tones as the inside of a mushroom and ivory white. Panne, too, plays a part, also plush, though more in the guise of trimmings than whole gowns.

Tailor-mades of black velvet with full basqued coats promise to be much worn, enhanced by artistic, falling, cascade cravats, sleeve ruffles of old vellum-tinted lace, the skirts folded over or draped either side to taper off to a point below the hem. Cloaks that are half coats, having loose, swinging backs and floating sleeves, the fulness in front caught lightly to the figure by a bead, silk or plaque girdle, are especially provocative effected in velvet, a similar style of wrap appealing as equally persuasive in rust-coloured duvetyn, completed by a girdle of beaten copper plaques and high soft collar of silver fox, with one long end carried in a slightly diagonal line across the front, the tails and pads passing under the girdle.

Quite a number of the new season's models are essentially suitable to women past their first youth, who will find much to their liking in the long clinging folds, skilful draperies—in lieu of plainly defined seams—flat, elongated bodices, and, above all, the helpful, important sleeves. The latter are verily replete with dignity and impressiveness, while the same styles can be transformed for younger wearers by the simple expedient of slashing up the back from shoulder to wrist, thus displaying the whole of the arm, softened by hanging draperies.

The fancy also for large shawl-shaped collars is a vogue to be duly noted by the middle-aged. A charming street gown of fine navy suiting, the *jupe* arranged in three flat tiers, each one taking a slight upward curve towards the left-hand side, boasted one of these shawl or fichu collars in rust-coloured cloth elaborately embroidered in copper and navy blue silk. The *berthe* for evening wear is likewise being assiduously pressed to the front and appears to be as much in favour with young as with older women. A little dance frock seen—a dream of a thing—in pale pink Georgette had the full gathered skirt hooped from waist to hem with bands of pink charmeuse placed at wide intervals, while the close, snug little corsage of charmeuse finished with an extremely deep *berthe* that parted back and front of the transparency, similarly banded.

For fringes there is a great rage. To be bought ready-made are regular skirt garnitures, comprising a wide-shaped hip-piece of silk *passementerie* to which is attached a long fringe in which as many as three and four colours frequently figure. They are, as may be imagined, very gay and irresponsible in appearance, and are usually posed over the filmiest of transparent under-skirts, other decorations of the fringe order occurring in skunk and monkey fur. Personally, however, I should adopt a ca'canny attitude towards fringes of every description. They have been revived with such a rush that, the probabilities are, they will go out as speedily.

In the meanwhile, though, there is perhaps nothing more helpful and adaptable to a quick renovation than a fringe, since it can be applied to any existing slim foundation and so effect the decreed flow and movement that is so striking a characteristic of the gowns of the moment, another equally invaluable aid towards acquiring the same appearance is found in long loops and ends of narrow ribbon or ribbon velvet. A chiffon evening frock that has begun to show signs of wear may be rejuvenated beyond all recognition by these floating "flots" of ribbon, which are sometimes repeated to suggest long skeleton sleeves merely caught at the shoulder and wrist.

Prominent among the classics for early autumn is navy serge, preferably of the kasha quality. And it is of this our original design is fashioned, enhanced by side draperies and a deep folded sash of pale *beige* cloth and Egyptian embroidery. The latter is worked in tones of faded greens and cinnamon on a ground of old blue, and is repeated in a shadowy, vague way about the neck and front of bodice. With the gown there is worn one of the large picturesque hats of black velvet, on which a shaded cinnamon ostrich plume hangs cavalier fashion over the brim.

It is impossible to go wrong at the moment with an all-black velvet chapeau, always provided it is of bold distinctive *ligne*. Considered *de rigueur* with any coloured gown or wrap, it never fails to impart a particular *cachet*. Long full tassels of knotted lancer fronds are to be observed decking the popular felt hats. These are posed one side the crown and often hang down to almost touch the shoulder, while quite a lot of amusing things are being done with small hackle feathers. A wonderful mount was represented by a big wheel of small yellow feathers, tipped with black, packed closely together. Divided exactly in half this was placed directly in centre front of a brown felt hat, the one circle touching the summit of the crown and the other the edge of the brim. For quiet, impressive elegance this chapeau would be hard to beat.

A propos of brown, the last word in walking shoes is a glacé kid in the deepest chocolate tone; so dark is it that in some lights it might be mistaken for black.

L. M. M.



A "LITTLE" FROCK OF TO-DAY.

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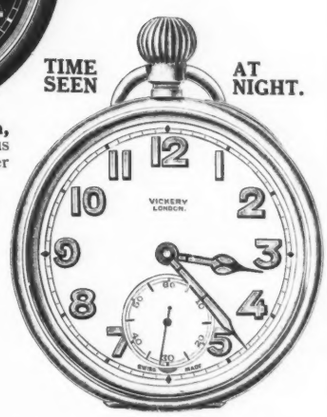
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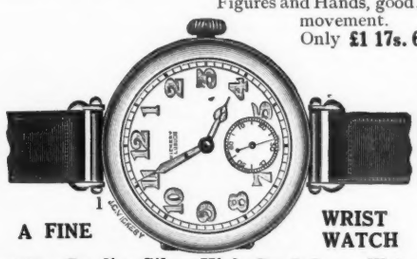


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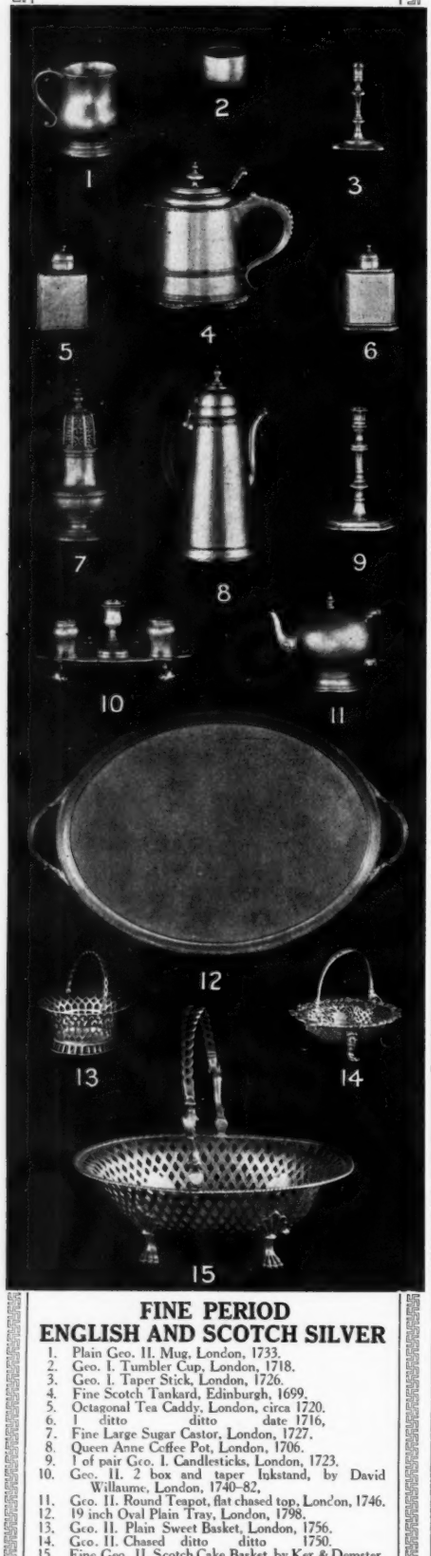
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12. 19 inch Oval Plain Tray, London, 1798.
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15. Fine Geo. II. Scotch Cake Basket, by Ker & Demster, Edinburgh, 1754.

PRICES ON APPLICATION.

INLAID MARBLE OF ITALY

A HOME OF OLD OAK.

WHILE in England the art of marquetry reached a high degree of excellence in the latter half of the seventeenth century, there is very little evidence of its application to stone or marble. In Italy the craftsmen developed the art to the full capacity of the material. A magnificent specimen of the most accomplished craftsmanship in marble inlay or tarsia is to be seen at Ropley's of Duke Street, Manchester Square, W. It is the top of a table 3ft. long by 2ft. 7½ins. wide, the table frame being of walnut. The central panel is octagonal. Its background of black antique marble is of great depth of tone, and upon it is represented a vase of flowers standing on a ground. Carnations, tulips, with other flowers and leaves are rendered with an exquisite delicacy that only a master could have achieved. The wide border has a ground of antique green, and upon it is a pattern of cartouche forms, some enclosing medallions of lapis lazuli in a setting of brecchia violet. In addition to the marbles already mentioned, there are used flower-of-peach,



ITALIAN WALNUT TABLE WITH INLAID MARBLE TOP.

pale sienna, white Italian statuary, brocatella, Languedoc and brecchia blood-red. The table framework takes the form of four legs of S and simple scrolls connected laterally by scrolled underframes and upper rails. Its central support of X form is plain in its upper part, in the lower it takes the S scroll shape. The table is 2ft. 7½ins. in height.

Another remarkable table top at Ropley's is that of a side-table with shaped front. It is of Scaglioli, a composition used to imitate the most costly marbles and stones. The general effect somewhat resembles that of the old Roman mosaics. Upon it are blazoned the arms, supporters and coronet of Charles Alexander, Duke of Lorrain, Grand Master of the Teutonic Order, to which he was elected in 1761. The charges on the shield are Hungary (ancient), Anjou-Sicily, Jerusalem, Aragon, Anjou (later), Guelders and others. Over all is the Cross of the Teutonic Order, and in the centre an eagle displayed bearing upon its breast the arms of Lorrain. The arms, the eagle supporters and the crown are exactly those that occur on the coins he struck as Grand Master of the Teutonic Order. Here, too, are some beautiful screens with very quaint Chinese playbills and fine Italian decorative panels.

Where can one find a better field for imagination than the history of a piece of old-world furniture? Look at this ancient oak coffer of the fifteenth century which has not yet parted company with its original mounts and hinges of iron. It was probably a treasure chest in the castle of some Westphalian baron. The front is 6ft. 8ins. in length and bears its lock plate, with beautiful floral ornament in pierced metal. The hasp is in keeping. On each side are four upright mounts with diamond quatrefoil heads, with three more under the plate. Four placed horizontally clasp round the corners, while many more with the hinges protect the top. Raised from the ground by its corner framework, it stands 3ft. high and is 2ft. 2ins. deep. Another remarkable specimen of Continental oak at Mr. R. Shenker's, Red Lion Street, W.C., is a wonderful dresser, probably of Flemish origin. The lower portion consists of a range of three cupboards with carved doors. Their top and bottom framework is carved in flat scrolls, and a band across the middle bears two quaint fowls face to face, while the panels are formed of finely moulded breaks. Above are two shelves with a boldly projective cornice and frieze. Along this runs a somewhat enigmatical and bilingual inscription ANNA . SA . VIE . A . CHARLOTTE . KAHREN . AUS . TENGERN . 1719.

English furniture of the Elizabethan and Early Stuart periods has one quality essential to these times—it is compact and of relatively small size. Of it Mr. Shenker has a splendid collection. Here is a double cupboard of the older style, but probably made in the Stuart period. Its framework is very richly carved in a kind of money ornament. The panels of its doors above and below are inlaid with a lozenge bearing a carved rosette in the centre. Flanking the doors are finely moulded panels with a rosette in a square between. The cornice has boldly cut mouldings, others are placed between the upper and lower cupboard and at the base. It stands but 5ft. high and is in fine proportion. One of the door panels bears the date 1688, perhaps a mistake for 1633. Another very fine piece is the cabinet with rich fluted framework. Its two doors in carved frames are panelled with Jacobean breaks, and the plain spaces are designed to enhance the rich effect. Or, take another and later example, a long cabinet made just before the Restoration. Its three doors are panelled in moulded breaks flanked by upright panels with mouldings and surmounted by a bold projecting cornice. Its framework is plain. It measures 6½ft. long and nearly 4ft. high, and has a depth of 1ft. 8in. There are splendid Tudor and Stuart chests, a wonderful Dutch hall table with extending top, the rail carved all round with strapwork, supported on baluster legs. Upon it was placed a small casket of the fifteenth century in plain oak with many quaint metal mounts and hinges.

D. VAN DE GOOTE.

THE ESTATE MARKET

COMPTON VERNEY AND OVERSTONE

LORD WILLOUGHBY DE BROKE has sold Compton Verney, his Warwickshire seat, near Kineton, to Mr. Joseph Watson, the racehorse owner, with 5,080 acres, through Messrs. Rawlence and Squarey. The story of Compton Verney is long and intricate. The house, as described and illustrated in COUNTRY LIFE (Vol. XXXIV, page 528), has developed during two centuries, and there was an older house, of which Dugdale spoke, on the margin of the great sheet of water in the grounds.

There is good reason for attributing the main portion of Compton Verney to Sir John Vanbrugh. It has his round arched windows in both storeys, and the design is on a bold scale. Robert Adam was employed to make a "design for an addition to the south front corresponding to the old part of the house as much as possible," according to a document signed by him in 1760. The west or garden front reveals itself as a Vanbrugh design with its great pilasters of his favourite Doric order. Adam's additions to Compton Verney consisted of a prolongation of the wings, north and south, and the construction of the great portico on the east front. It seems probable also that he added a new garden wall and a pavilion, the hall, with its characteristic treatment of the ceiling, the orangery, the bridge and, perhaps, the private chapel. Part of the hall ceiling and the State rooms were redecorated in 1855 by John Gibson, a pupil of Sir Charles Barry. The carved wooden mantelpieces are contemporary with Vanbrugh.

Compton Verney was one of three Adam works described in the fifth volume of "Vitruvius Britannicus" in 1771, but the plan and elevation and the scanty letterpress fail to indicate Adam's share in the building. George Vertue's notes of a tour with Lord Oxford in the year 1737 refer to Compton Verney as "a well built house of 1714." It owes much to its glorious setting, and the natural beauty of the site was made the most of in one of the most successful of the performances of "Capability Brown." In the private chapel are two tombs of some note, one of them (mentioned in the diary of Nicholas Stone, the elder). "In 1630 I made a tomb for Sir Richard Varney and his Ladye, set up at Compton Verney, for the which he paid me ninety pounds." The other is the black and white marble tomb of Sir Greville Verney, 1668.

OVERSTONE PARK.

PYTCHERLEY HALL, one of the most notable Renaissance houses in Northamptonshire, after passing through various hands, became the home of the club that was the headquarters of the famous hunt. The house, of which, happily, a good view is preserved in Baker's History, was dismantled, and its gatehouse, with arch and spiked cresting, was removed to Overstone Park and re-erected at the entrance to the park. In 1844 Mr. Lewis Loyd purchased Overstone Park, and in 1858 his son, who was raised to the peerage as Lord Overstone, succeeded him. The title lapsed with his death in 1883, and Lady Wantage became the owner through her marriage. Overstone Park is in the French Renaissance style, in the midst of a park of 800 acres, and there are seventeen large farms, as well as an Elizabethan manor house. The minerals are of considerable value, as beds of ironstone underlie a considerable part of the estate. Messrs. Knight, Frank and Rutley are to dispose of Overstone Park at an early date. The total area is nearly 5,000 acres, between the county town and Wellingborough, in the Pytchley Hunt. Of most of the county it remains as true to-day as when John Norden wrote his "Delineation of Northamptonshire" (1610), that it has "firtilitie, Salutarie ayre, pleasant perspects and conveniencie." He gave a list of fifty-three mansions, but, curiously, omitted Kirby, though mentioning Kelmarsh Hall, for a view of which reference should now be made to Bridges's History.

The principal portion of the sporting estate of Corsock on the borders of Kirkcudbrightshire and Dumfriesshire has been sold by Messrs. Knight, Frank and Rutley for Mrs. Murray Dunlop. The area sold extends to about 5,800 acres, and includes Corsock House, the village of Corsock, and the moors of Lochenkit, Caldow, Auchenvey, Marnhoul and Knocklearn. The remaining farms lie in a good sporting district, and on several of those still to be disposed of there is grouse shooting, and there is salmon and sea trout fishing in the Urr.

Mr. A. Ernest Doxford has decided to dispose of Grindon Hall, Sunderland, which was the home of the late Sir Theodore Doxford, the shipbuilder. Messrs. Knight, Frank and Rutley have received instructions to offer it by auction at an early date. Grindon Hall is two miles from Sunderland, and one of the principal residences in the neighbourhood, with 56 acres.

The Telham Court estate, which is being offered for sale by auction by Messrs. Knight, Frank and Rutley at Battle on September 23rd, includes part of the field of the Battle of Hastings, the Georgian mansion of Telham Court with its wonderful views, dairy farms and accommodation lands close to Hastings.

Blackmore Park Farm, which is being offered by auction at Great Malvern on September 30th, is part of the original Blackmore Park estate. It lies on each side of the drive leading to the mansion, and adjoins Malvern golf links.

Mr. C. H. Meares has decided to sell Wells Bridge House, Ascot, and the auction will be conducted in the autumn.

Sondes Place and 261 acres of outlying portions of the Denbies estate, Dorking, will be sold on September 19th at Dorking.

MINTERNE.

LORD DIGBY'S Dorset seat, Minterne House, is, as already announced in COUNTRY LIFE, to be let for the hunting season or longer by Messrs. Hy. Duke and Son, with the shooting over 1,500 acres, if desired. There is hunting six days a week, with the Blackmore Vale and Cattistock Hounds. Minterne House, described and illustrated in COUNTRY LIFE (Vol. XL, page 528) is three miles from Cerne Abbas, on the road from Sherborne to Dorchester, and therefore in the vicinity of the Abbot's Cernel of Thomas Hardy's novels and in the heart of "The Woodlanders" country, a noted dairying district. An important abbey was founded there in 987 by the Earl of Devon and Cornwall on the site of an earlier religious foundation. Margaret of Anjou took refuge in the abbey when she landed at Weymouth on the day of the Battle of Bosworth. The principal remains still extant are the gatehouse buildings, the Abbey House, once the residence of Denzil, Lord Holles. After the dissolution of the monasteries the abbey was granted to Winchester College. For some generations the lessees were the Churchill family. John Churchill of Minterne, grandfather of the great Duke of Marlborough, died in 1662, and is buried in the church. His son, Sir Winston Churchill, fought for the Royalists at the battles of Lansdowne and Roundway and the sieges of Taunton and Bristol. He was an original Fellow of the Royal Society, and wrote "Divi Britannici." Subsequent holders included General Charles Churchill, who fought at Blenheim. Through his wife the estate passed to the Goulds, by whom it was sold to the Hon. Robert Digby, descendant of the stout Royalist Lord Digby, and he commanded the *Ramillies* in the action off Ushant in July, 1778.

Minterne House has not greatly changed since General Churchill's time. It is a plain, comfortable residence in a park of roughly 1,000 acres. The grounds have sylvan vistas and open glades, waterfalls and rustic bridges, and a "rippling water," as it is called, which lends an additional charm to the estate. Minterne is one of the most beautiful places in the West of England.

CROWN LANDS.

TWO important sales have just been carried out on behalf of the Commissioners of Woods, Forests and Land Revenues by Messrs. Daniel Smith, Oakley and Garrard, partly by auction at Bedford and partly by private negotiation beforehand. The estates dealt with were Stagsden and Great Staughton. The former was divided into thirty-seven lots, a total area of 3,360 acres, and there remain only six lots for disposal by private treaty, these representing a little over 800 acres. The total realised was over £50,000, and a number of the farm tenants were purchasers. Great Staughton estate with an area of 1,074 acres was mostly sold prior to the sale, to the sitting tenants, only one farm and a small holding representing just over 300 acres remaining unsold. The price obtained for the lots was £15,000, in all about £65,000.

A good demand is noticeable for farms at local auctions. Drawdykes Castle Farm, 230 acres, realised £7,050 at Carlisle through Messrs. W. L. Tiffen and Sons; a Lincs holding of 92 acres at Sysonby made £6,600 through Messrs. Shouler and Son; Whiteheads, 187 acres at Rivenhall, Essex, £3,050, through Messrs. Surridge and Son; and 22 acres at Balsall, near Coventry, £2,300, through Messrs. Geo. Loveitt and Sons. Market gardens and sites on Birch House estate, Wivelsfield, were sold for £2,325 (three lots) by Messrs. Powell and Co., who, however, bought in the house and 140 acres and certain other lots, which remain for private treaty.

Sir Gerald Strickland is about to dispose of the Manor of Sedbergh in the West Riding, about 20,000 acres of manorial and mineral rights, with exclusive sporting over 12,000 acres. Messrs. Hepper and Sons are the agents. There are grouse moors of great extent and excellent fishing in the Lune, Clough and Rawthey.

Heather Mount, Chobham, and 5 acres, and Gayton Corner, Harrow, with garage, have changed hands since the auctions through Messrs. Hampton and Sons, whose next sales include Southover Hall, Burwash, a modern residence, and 670 acres at Tunbridge Wells on September 23rd, in nine lots.

DITCHAM HOUSE SOLD.

DITCHAM HOUSE, near Petersfield, Captain C. J. P. Cave's estate on the borders of Hants and Sussex, has been dealt with by Messrs. John D. Wood and Co. and Messrs. Gudgeon and Sons, the house and adjacent land having changed hands, only some outlying land remaining for sale.

Lady Margaret Boscawen's Tregye estate —717 acres, with the beautifully situated Tregye House, overlooking the Fal—will be submitted at Truro on September 21st, by Mr. James Escott and Messrs. Body and Son, in 48 lots.

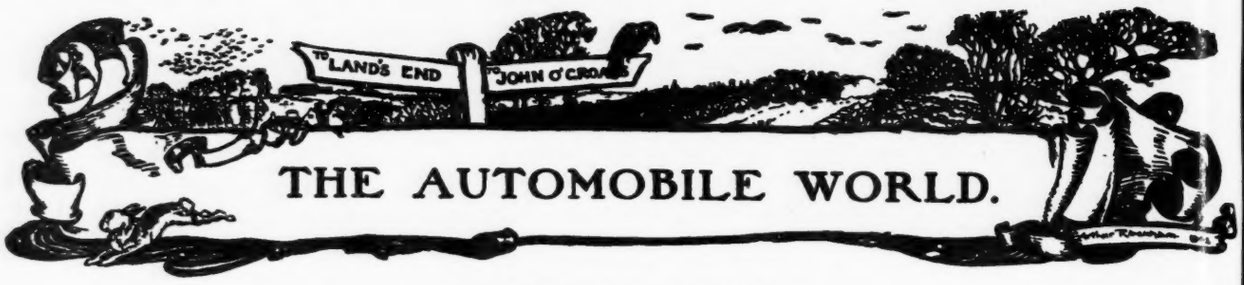
Boldre Grange, a pleasant residence on the borders of the New Forest, between Brockenhurst and Lymington, is to be sold in October by Messrs. Dibblin and Smith. The house is very finely appointed in the Elizabethan style, and was built from the plans of the late Mr. Norman Shaw, R.A. Messrs. Dibblin and Smith are offering by auction on October 7th a modern house with 16 acres, near Basingstoke, known as King's Furlong.

Messrs. Fox and Sons report sales of country properties, including Rodwells, Wareham, a modern residence with 7 acres; Currabinny, Brockenhurst; and Grove Farm, Christchurch, 146 acres, on the outskirts of Bournemouth. The purchases amounted to £12,650.

Deane Lodge, St. Cross, Winchester, a freehold residential property, lately and for many years in the occupation of the late Miss Girdlestone, has been sold privately by Messrs. Edwin Fear and Walker; also Tredgold, 3 acres.

STANWICK AND GAYLES.

THE DUKE OF NORTHUMBERLAND'S impending auction, on October 6th at Darlington, by Messrs. G. Tarn Bainbridge, Son and Handley, of Stanwick and Gayles, includes 7,000 acres in the North Riding, near Richmond. The general character of the estates and the district was described in these columns on August 20th (page 244). Stanwick Park was illustrated in COUNTRY LIFE (Vol. vii, page 208). The principal residence on the property is a substantial building between the Swale and the Tees. Dates of 1662 on the south front and 1740 on the west of Stanwick Park are the earliest, and the north-east side was the comparatively recent work of Decimus Burton. The late Duke of Northumberland's predecessor had the camps, dykes and other earth works in the vicinity carefully surveyed. Stanwick is a recognisable rendering of "stanewegs," the name given by the Anglo-Saxons to the network of roads which the Romans made to serve Cataractonium and Carlisle. An old manor house in the neighbourhood is noteworthy as having been the birthplace of the Misses Mary and Agnes Berry, whom Horace Walpole called "the elderberries." One of them became his literary executrix. ARBITER.



THE AUTOMOBILE WORLD.

MORRIS CARS

THERE is no need to tell anyone who takes even the most casual interest in cars, large or small, that one of the most popular of the latter class in Great Britain to-day is the product of Messrs. Morris Motors, Limited, of Oxford. In pre-war days Mr. Morris played a very important part in pioneering the light car movement with the Morris Oxford car. Shortly after the beginning of the war the Morris Oxford was supplemented by the Morris Cowley, a car of which the chassis was practically all of American manufacture. The price at which the Morris Cowley was put on the market immediately sent a flutter through the light car world, and I was unofficially informed at the time that at what was even then the ridiculously low selling price of 158 guineas, or thereabouts, the Morris Cowley showed a bigger profit than any other light car on the market. Conditions have changed since then, but the goodwill of the pioneer Morris Oxfords and Cowleys has increased continuously, and the extraordinary value for money aspect of the Cowleys is fully retained in spite of the fact that the car is now made throughout in Great Britain, with the exception of the gears of the rear axle, which still come from America.

The Morris works are situated in what is really a secluded by-lane at Cowley on the outskirts of Oxford. It is the last place in the world where one would look for a motor car factory, let alone one of which it can be said that it has the largest output and is probably the most successful business enterprise in the British light car world. Two models are at present being manufactured, the chassis being identical for each. One is the Morris Oxford and the other is the Morris Cowley, the former being a *de luxe* edition of the latter and having differences restricted to bodywork and details of equipment.

The design of the body on both cars is the same, but the Morris Oxford is upholstered in real leather and its general finish is of a higher order. The Morris Oxford is completely equipped with electric starting and five electric lamps. The Cowley has only three lamps and no starting motor, the current for the lamps on this model being provided by a Lucas Magdyno, which has already been described in these pages, and which it will be remembered is a combination unit providing current both for engine ignition and for charging the batteries. On the Oxford engine ignition is by magneto, while a combined starting motor and dynamo is mounted on the near side of the flywheel and gear-box casting. Another difference between the two models is found in the tyre size, the Oxford having 710mm. by 90mm., and the Cowley 700mm. by 80mm., Dunlop Magnums in both instances. The only remaining difference is that the Morris Oxford hood is provided with a cover and detachable side curtains, which are not offered on the Cowley.

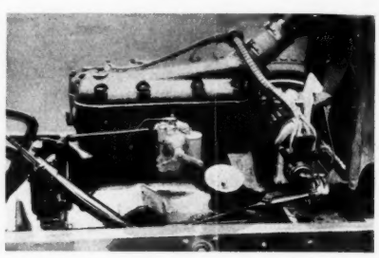
The prices of the Morris Oxford—£510 for the two-seater, £565 for the four-seater, and £410 for the chassis—are what may be called fair prices for a well constructed *de luxe* type of light car. Those of the Cowley—£325 for the chassis, £375 for the two-seater and £425 for the four-seater—are only describable as remarkable for any light car with a fair pretence to soundness of design and a really high-class standard of performance.

The Morris engine is manufactured by Hotchkiss and Co., of Coventry, and embodies that robustness of construction that is regarded as characteristic of any high-class British production, although its design still retains strong suggestions of its American origin. The cylinder barrels and the upper half of the crank-case are cast in a single unit, and the detachable head is unprovided with valve caps. The bore and stroke are in somewhat strange figures, being 69.5mm. and 102.167mm., which gives a total capacity of 1550.40 c.c. and an R.A.C. rating of 11.9 h.p., so that the car is subject to a £12 tax.



THE MORRIS COWLEY "SPORTS" ON THE ROAD.

Engine, clutch and gear-box form a single unit, the change speed lever being mounted centrally, as also is the hand-brake lever. The clutch is one of the few details of the chassis about which a special word appears to be necessary. It is of the four plate type fitted with cork insets and automatically lubricated from the engine, a most unusual type of clutch for a car,



THE MORRIS COWLEY ENGINE SEEN FROM THE OFF-SIDE.

Showing the accessible position of the magneto, the large oil filler and the carburettor.

although the employment of cork for motor cycle clutches has attained a certain degree of popularity.

The engine is, on the whole, thoroughly conventional and calls for little comment, unless it be that the magneto is driven by a horizontal cross shaft from the gear-driven cam-shaft, which brings the contact-breaker and distributor into a very convenient position for any adjustment that may be necessary. It is claimed that the lubrication system, which is by pressure to the main bearings and thence by splash for the remainder of the engine, militates against the possibility of a smoking exhaust, but in the case of the car that I had on test the exhaust was smoking nicely the whole time. There were no objectionable clouds of smoke, but there was always a distinct indication of blueness, which gave a pleasing reassurance that the lubrication system was functioning satisfactorily, which was useful, as there is no mechanical indicator on the dashboard.

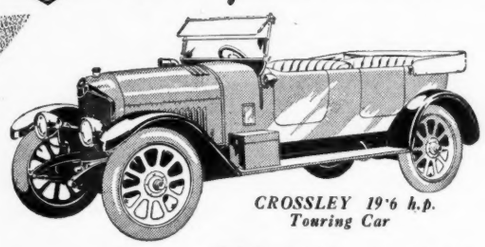
Behind the three-speed gear-box is the only universal joint on the chassis, this being of the ring and stud type which, running in a spherical housing immediately behind the gear-box, is totally enclosed and kept thoroughly lubricated. From the universal joint the power is transmitted by cardan-shaft enclosed in a torque tube to the spiral bevel final drive. The rear axle is of the three-quarter floating type and the driving shafts run on ball bearings and can be withdrawn without previous dismantling of brakes and brake drums, thus enabling the removal of the differential without previous taking away of the whole axle from the car.

Both hand and foot brakes are of the internal expanding type operating on the rear wheels and they proved themselves thoroughly efficient in action. Suspension is by semi-elliptic springs in front and three-quarter elliptics in the rear, the latter being underslung on the rear axle. Wilcot leather gaiters are

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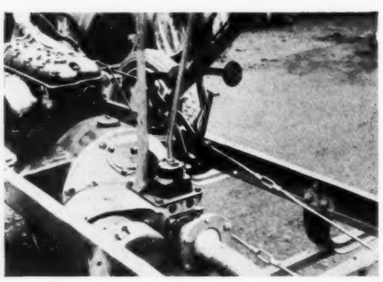
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standard equipment on all chassis that leave the works, whether as Morris Oxfords or Morris Cowleys. Steering is by worm and worm wheel, the whole gear being bolted to the side of the engine in such a manner as to allow of a wide range of adjustment for rake.

THE MORRIS COWLEY "SPORTS" ON THE ROAD.

When I arrived home one evening with a Morris Cowley Sports car the family wanted to know what was the matter. I am one of those people who have neither the capacity nor the inclination to conceal pleasure or displeasure with a motor car, and my run from Oxford to home on this Morris Cowley Sports I shall always regard as one of the big motoring treats of my life. Like everybody else, I had heard a great deal about Morris car performances, but, like many other people, I had been inclined to take the stories with a grain of salt.

Before entering into the details of the performance of this Morris car that I had on test I had, perhaps, better point out that the Morris Cowley Sports is a standard chassis equipped with an aluminium body which, besides being prettier, is also much lighter than the standard two-seater. The gear ratios are also slightly higher, the top gear being 4.4 as compared with 4.75 for standard, and the carburettor is a Solex instead of a Zenith. These, then, are all the differences that constitute the Morris Cowley Sports as a type, so that very little allowance need be made in this chronicle of performance for achievements that might otherwise be accredited to the fact that the car was a specially lightened, specially constructed sports model. Whether the Morris practice of simply mounting a special body on to the standard chassis and calling it a sports car is altogether a sound one is a matter with which I am not concerned. Most other makers who market a sports model embody many differences from standard in addition to the bodywork, but Morris Motors, Limited, being a business firm out for profit, are anything but enthusiastic supporters of the marketing of many models or of departures from standard practice. It is most difficult to get any modification to a car executed at the works, which in a works existing as a real business undertaking is just as it should be, however disappointing it may sound to some fantastic purchaser



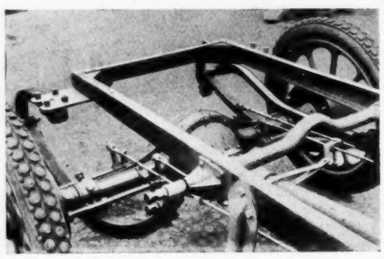
THE MORRIS OXFORD CLUTCH PIT AND GEAR-BOX.

Showing how the combined starting motor and dynamo is mounted on the side of the gear-box. The photograph also shows the brake adjustment by means of turn-buckles.

who wants all sorts of little "gadgets" fitted or minor alterations executed to satisfy his whims.

Morris Cowley models, including the Sports, do not carry a speedometer as part of their standard equipment; but the Sports car that I had was fitted with a speedometer which I strongly suspect erred on the side of generosity. I should say that it was about 7 per cent. fast, and this fact should be borne in mind in connection with any following figures as to the speed capacity of the car. But to revert to that memorable trip from Oxford, when for the first time I found myself at the wheel of a Morris light car.

Many readers will be familiar with the hill leading up out of Oxford along the main Wycombe—London road. I have found this hill a teaser to many a car, both big and small, by which I mean



THE MORRIS REAR AXLE AND SUSPENSION.

that very few cars have been able to surmount it on top gear, and many have found it quite a tax on their next lower ratio. When the Morris Sports went up the hill with its speedometer needle always above the 40 mark, and when I realised that I had the throttle little more than half open, I began to wonder what was coming next. What did come next worthy of record was that, after about 15 miles of going with the speedometer needle seldom below the 50 figure, I was climbing up the long, winding ascent of Aston Rowant at a speed vastly higher than the nasty bends on that hill made safe. Really, the car did not notice the hill at all, and if the road had been straight it would have surely cleared the gradient at close on 50 m.p.h. As it was, it went up without once falling below 40, while as often as not its speedometer finger was hovering about half way between 40 and 50 m.p.h. Obviously, this Morris Sports was no ordinary light car. The steep ascent between Great Marlow and Maidenhead through the Quarry Woods was mounted at about 23 m.p.h. *on top gear*, a performance that I have never seen equalled by any light car.

And so it went on. The whole record of my test of the Morris Cowley Sports is a record of surprises and astonishing performances. The speedometer showed 60 m.p.h. with a really contemptuous ease, and often when the accelerator pedal had a long way to go before it reached its limit. On one occasion the car carried me over 60 miles of road in an hour and a half without once being pushed to its limit, and, most astonishing of all, never once was there a suggestion of water boiling or inadequate cooling, either during fast work on the level or "collar work" on a hill.

The Morris engine is not of the type that is usually supposed to be ideal in a revving capacity, but I found that this car on second gear was a great deal faster than several "sports" light cars I have sampled on whatever gear their drivers chose to use. The Morris would do 45 m.p.h. on second and seemed to revel in the work, and it was on second gear that it made one of its most impressive performances of all. Instead of making the usual standing start at the foot of Brooklands test hill, I decided to start up the hill at 20 m.p.h. on second gear. Immediately the front wheels struck the bottom of the hill I opened the throttle, the speedometer steadily rose from 20 to 25 m.p.h. and the car went over the top of the hill at 23 m.p.h. Truly a remarkable performance for an 11.9 engine "the same as you can buy," as they say in the catalogues and advertisements.

I would like to conclude by saying that I consider the Morris the perfect light car, but unfortunately I cannot; for although its engine and its transmission system are a triumph, as a sports two-seater the car has several shortcomings. Its suspension and its road-holding qualities leave much to be desired, while its steering is of the kind that keeps the driver very busy all the time whenever he ventures to exceed quite a modest touring speed. True, there is a sound explanation to be offered for this, which is that as the sports model is not a serious item in the programme of Messrs. Morris Motors, Limited, they have taken no trouble to design a suspension system that is suitable for "sports" work. As previously stated, the chassis of this sports car is standard in every important respect; therefore, its suspension is a suspension that suits a four-seater body fully laden, and it is only natural that this being the case, a very light sports body with half the human load should bounce somewhat on anything but a perfect road. The faults of the suspension were obviously faults that would be cured by an increase in the load imposed upon it.

There is another point of criticism, and this is that the chassis is one of those that seems an entirely unjustifiable collection of grease cups. In every possible position, and at every impossible corner of the chassis, there appears to be a grease cup, and keeping a Morris chassis (as distinct from the engine) in perfect tune should be a very pleasant occupation for an owner who likes meddling with grease cups. Otherwise, the robustness of construction, the proved soundness of design and the unquestionably high performance are more than enough to warrant for Morris Motors the unique reputation that they enjoy. W. H. J.

The Commercial Vehicle Exhibition.

OPENING on October 14th and lasting a week, practically the whole of the available space at Olympia will be occupied by the fifth Commercial Motor Vehicle Exhibition. The exhibits will comprise petrol, steam and electric vehicles for goods and passenger transport, and it is expected that many new and interesting developments will be revealed. As is usually the case at the Commercial Vehicle Exhibition, conferences will be held, this year organised by the Institute of Transport, on Monday, October 17th. There will be in the morning a paper on "Roads," and in the afternoon one on "Commercial Vehicles"; while the Institution of Automobile Engineers has arranged further conferences on Wednesday, October 19th, at 11 a.m.; one on "The Scope of the Farm Tractor," by E. H. Arnott, and one at 2.30 p.m., on "Agricultural Tractors," by H. G. Burford (Chairman of the Agricultural Machinery Section of the S.M.M.T.), and Mr. Scott Hall, the Tractor Trial Organiser of the S.M.M.T. On Thursday, October 20th there will be read at 11 a.m. a paper on "Coke as a Fuel for Commercial Vehicles," by Mr. T. Clarkson, and at 2.30 p.m. a paper on "Loading Devices for Commercial Vehicles," by Mr. W. D. Williamson.

The increase that is being made in the use of commercial vehicles, and especially of petrol vehicle road transport, should make this year's Commercial Show one with a much wider public interest than has usually been the case. Last year the dominant feature of the show was the introduction of the giant pneumatic tyre for commercial vehicles. This year still further developments in this direction may be expected, and with the coming of the pneumatic tyre for chars-à-bancs much of the prejudice that exists against these vehicles on the roads may be expected to disappear.

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M. Dubonnet left the Port d'Italie in Paris at 5 a.m. and arrived at Nice at 5.55 p.m. He made three stops on the way, at Roanne, at Orange (for petrol), and once for a puncture. His average speed was 45 miles per hour. The route taken was via Montargis, Neveres, Moulins, Roanne, Tournon, Valence, Montélimar, Aix-la-Brignoles, Fréjus, Cannes and Nice. M. Dubonnet's record beats that of M. Delage, who did the journey in 14 hrs. 50 mins. The train takes about 20 hours.

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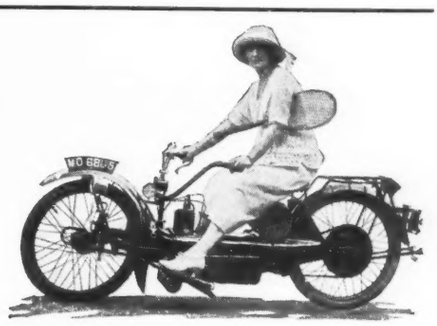
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Increasing the Power Output.

FROM time to time in the past efforts have been made to increase enormously the power output of an engine of given size. As a matter of fact, the whole tendency of motor car design at the present time may be resolved into an effort to increase the power output without increasing engine dimensions, and now in the general aspect this modern tendency is limited to increasing the *efficiency* of the engine, rather than to obtaining greater power output by the fitting of extraneous devices. Thus to take a characteristic example: the Coventry-Simplex engine has four cylinders, with a bore and stroke of 66 mm. by 109.5 mm., giving a capacity of 1,498 c.c. The normal horse power rating is 10.5 h.p., and a standard engine habitually gives 20 h.p. on the brake, but by the fitting of a special cam shaft, lightening of the reciprocating parts and by modifications of the exhaust and inlet manifolds, together with an increase in the size of the valves, some Coventry-Simplex engines have given as much as 39 b.h.p., practically double the maximum output of the standard engine. This is an example of modern progress in the true sense of the term. Externally the special engine is practically the same as a standard; internally it embodies no features of freakishness and no points in design that are not thoroughly established practice.

The extensive adoption of overhead valves is another method by which increased power output is secured, and on some of our high class cars remarkable output figures have been secured through the adoption of a carefully shaped combustion head equipped with overhead valves. The engine fitted as standard to Lanchester cars, for instance, although rated normally at only 38 h.p., actually gives 90 h.p. at 2,000 r.p.m. A further development of the overhead valve principle has been common for some time on aero and racing engines in the provision of more than two valves per cylinder, but it has remained for the Sunbeam Company to place on the market an engine with four valves per cylinder in a touring car. The provision of more than two valves per cylinder is not exactly freakish, but it is certainly a radical departure from standard practice, and the average owner driver is not likely to fancy the maintenance of a car with so many extra working parts. Actually it is quite conceivable that such an engine need give no more trouble than the most ordinary woolly engine in ordinary conditions of use; but the fact remains that four valves per cylinder sounds and looks a rather awe-inspiring proposition to the non-mechanical owner.

On a different plane from what may be called these legitimate departures from standard to secure increased efficiency are elaborate modifications to the over-all design of the engine. For instance, it is universally agreed that the power output of an engine can be very much increased by what is known as forced induction. In brief, this consists of forcing the charge into the cylinders instead of relying on its induction into the cylinders by the suction of the descending pistons. Forced induction is a thoroughly practical proposition, but it means complicated additions to the engine; it is expensive, and unless the whole engine be thoroughly well designed it is apt to be wasted.

Another and very promising method of increasing power output is by variable compression, several devices for securing which have at various times been patented. The variable stroke engine has great possibilities, for it gives to the driver a very high compression when conditions are such as to justify high compression, and an engine with a low compression when travelling conditions are more favourable to this type. There are other means of securing variable compression, and interest has recently been focussed on them by the efforts of some enterprising German manufacturers, who have been talking about cars with a "doubled power output." Their claims as they stand are probably sound enough, but it is most important for all interested to bear in mind that the disadvantages accruing from the extra complications may very well more than outweigh the advantages gained by the increase in power.

ITEMS.

An Important Price Reduction.—One of the latest and most important of any price reduction to be announced is that of Fiat cars. The 10–15 h.p. chassis has been reduced by £100 to £410, and the Torpedo complete car by £120 to £550. The 15 h.p. chassis has been reduced by £200 to £550, and the 15 h.p. Torpedo by £295 to £805. The 20 h.p. six-cylinder chassis has been reduced by £220 to £700, and the 20–30 h.p. Torpedo by £360 to £980, while the sports chassis has been reduced by £275 to £745. There never has been any question that Fiat cars are among the world's very best, but it is just as well to open one's eyes to facts and to remember that all Italian automobile productions have been discounted during the last couple of years by the action of the Italian Government. Importation of foreign cars into Italy was for a time definitely prohibited, while Italian manufacturers were compelled to export a very high percentage of their productions. If we remember rightly, the figure was 90 per cent. Thus the Italian manufacturer was forced to attack foreign markets, a fact to which no one could raise any objection, but foreigners were prevented from retaliation. But the situation is now improving, and the Fiat people will undoubtedly reap the just reward of the excellent workmanship for which they have always been famous and for their triumphant defeat of the Communist dangers in their factory.

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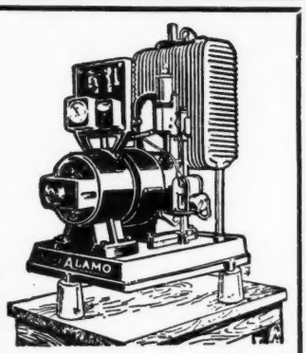
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THE FUR TRIMMED WRAP

REVIVAL OF OLD WORLD QUILTING. EARLY AUTUMN MILLINERY MODES.

THERE has never within recollection been anything to equal the wealth of choice at present obtaining ing in fur trimmed wraps of duvetyn, velours, de laine, velvet, and so on. It almost looks at the moment as though these are once again to stand in serious rivalry with the all-fur models. Of course with the affluent who can afford the more costly pelts, such as sable, chinchilla—and one hears black Persian lamb spoken of hopefully in this connection—the all-fur wrap must inevitably win through. But those of cheap quality, natural musquash, grey squirrel and the like, have become too much vulgarised to be considered any longer, even in their superior expressions by the really well dressed.

There is, moreover, greater scope for variety in the cloth *manteau*, and when economy is expedient the task of selecting one, or, at the most, two, of these will be no sinecure. In fact, the one and only solution to the problem is the planning out of a colour scheme for the entire season's outfit with which these wraps will fall into harmony. Brown and beaver shades with grey following on as a close third are the most favoured *nuances*. An alliance of brown and grey is worth consideration, as, for example, a smart little frock of grey charmeuse, *crêpe Marocain* or gabardine can be worn with a coat-cloak affair of brown *velours de laine* on which the *pièce de résistance* is a handsome mammoth-sized collar of grey lamb. And should a *doublure* for the wrap be considered needful, then this would be of the grey charmeuse.

Those who have a *penchant* for the classical navy can work out similar schemes with grey or beige. There is something indescribably attractive in these *manteaux* and gowns *en suite*, the hat or toque usually picking up the paler tone, together with hand bags, stockings and gloves. The *ensemble* has then the finished carefully-thought-out appearance that at once hall-marks the wearer as a *vraie élégante*, perfectly turned out to the smallest detail.

Prominent among the more *recherché* creations are some of black Lyons velvet, trimmed with monkey fur and frequently embroidery. Monkey fur fringe with its glossy texture shows up extraordinarily well against the *matt* black of velvet. Nor among these more advanced models must there be overlooked the vogue for quilting that has cropped up. Often this is to be seen doing decorative duty to the depth of the knees on a full-length model, repeated to a proportionate depth on the wide sleeves and again on the collar; while on others this quaint old-world fancy is merely introduced as collar and cuffs. Satin is ideal for the stitchery, as equally so is a particularly heavy make of crêpe de Chine. The quilting is in some instances most elaborate, effecting scroll devices, diamonds or squares. What would our grandmothers have said, I wonder, to see their beloved quilted petticoats taken as a text for the smartest of smart *manteaux?* But of a truth there is no end to the resourceful progressiveness of the modern *couturière*.

One of the first signs of a revival of life in the shopping world is millinery. The windows are getting very gay now with the latest modes in felts—some brushed up rough, others so smooth they almost suggest having been polished—picturesque hand-made styles in duvetyn, velvet and satin, together with creations of hatter's plush and beaver. There is a very galaxy of choice alike in materials and styles, and most emphatically are ostrich feathers in the running; not draggled and attenuated as has recently been the fancy, but used as natural plumes lightly rather than tightly curled.

An example of what is happening in the way of *chapeaux* fashioned of such stuffs as duvetyn is shown on the topmost head of the adjoined group. For enlivening a sombre black, brown or navy costume or wrap this model would look well in burnt orange duvetyn, the crown draped grey crêpe de Chine, from out the folds of which a grey feather shading to orange and brown at the tips curls its way insiduously across the brim to fall over the edge at one side. A veil, as goes without saying, is almost impossible with a hat of such description, but then veils unquestionably have had their day. It was noticeable at the recent French race meetings at Deauville and Trouville how veils, gloves and parasols were conspicuous by their absence, and when hurdle racing starts the same abstinence is likely to be observed where muffs are concerned.

To return, however, to the subject of millinery. Quite a number of the smaller hats are trimmed directly in the centre front with immense towering rosettes formed of loops of ribbon, clipped feather pompons being posed in like manner. On shapes of hatter's plush are models that are assuming all sorts of undreamed of expressions and styles, stiff cockades of corded ribbon are used with admirable results. To accompany the Russian type of costume or coat frock come high-crowned Cossack caps, the crowns usually of some brilliantly coloured Eastern embroidery, interwoven or hand-darned with glistening metal thread, mounted in deep bands of fur. These are much more *chic* than those little caps, the crowns of which are caught in the centre and pulled down over one ear by a long hanging tassel. However, *chacun à son gout.*

Slightly with an air of the early sixties is the small turban toque illustrated, which may be of felt or satin swathed with velvet, to which is toned the ostrich plume. The manner of posing the latter is amusing, and serves to impart a quite particular *cachet* to a model that is essentially modest and demure. The general tendency with millinery, however, is towards larger hats an issue that promises some sensational surprises.

Sashes, again, both on day and evening gowns, are much in evidence, these for the young girl being frequently tied in a big bow, *bébé* fashion, at the back—a fancy, by the way, that cannot be too speedily adopted on light frocks in black *moiré* ribbon, other sashes taking upon themselves the onus of effecting the important side line that is such a feature of the moment. These have loops reaching from the waist to the armpit and ends that trail their length on the ground. Or, again, one sees tulle and chiffon requisitioned, forming a *bouffant* loop either side, the ends falling below the edge of the skirt.

L. M. M.



HATS FOR EARLY AUTUMN WEAR.

On the topmost head there is shown a picturesque hand-made *chapeau* of burnt orange duvetyn, trimmed with a swathing of grey crêpe de Chine, and a lovely grey ostrich feather shading off to orange and brown at the tips.

The toque is of soft, brushed-up, beaver-coloured felt, and the velvet drapery and ostrich feather in a tender cyclamen shade of mauve.

A SOUTH AFRICAN FRUIT FARM

SOUTH-WESTERN CAPE PROVINCE is the California of South Africa; it has a wonderful climate, the environment is mountainous and picturesque, fruit of every kind grows there to perfection.

In the more closely-settled fruit-growing areas, land is expensive. But further afield, yet within economic reach of the railway and markets, there are many openings for newcomers.

A South African fruit farm of even ten to fifteen acres affords considerable variety of interest and occupation, if properly managed. Many such farms yield good returns. Profits depend not only on the success with which the fruit is grown, but on how it is graded, packed and marketed.

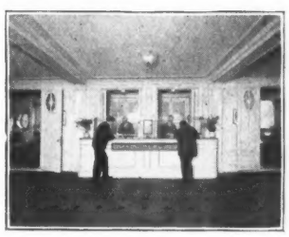
Fruit-growing consequently affords considerable scope for people of taste. Apart from peaches, plums and pears marketed fresh for sale at Covent Garden, there are profitable side-lines such as the drying and tasteful packing of apricots, raisins, figs and prunes.

Not less capital than £2,000 is necessary for a start.

Fuller particulars should in the first place be obtained from the Office of the High Commissioner for the Union of South Africa, Trafalgar Square, London, W.C. 2.

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THE ESTATE MARKET

ARDENRUN AND ALBURY

ARDENRUN PLACE, Blindley Heath, three miles from Lingfield and Godstone, has been privately sold by Messrs. George Trollope and Sons, who offered it by auction in December, 1919. It is a modern mansion in the Queen Anne style, designed by Mr. Ernest Newton, R.A., and built about sixteen years ago. The elevation is of reddish blue bricks, with stone quoins and pilasters, the roof is tiled and has a white painted balustrade around it, enclosing a lead flat on which is an ornamental domed lantern.

Entering through the two-storeyed stone porch, a very admirable feature and skilfully designed, we see at once what is, decoratively, the finest feature of the house, the staircase. It rises directly from the panelled outer hall, and is of unpolished Italian walnut, with panels pierced and carved in limewood. This form of panelling, usually associated with the art and influence of Grinling Gibbons, is really of a much earlier origin. Its keynote is exquisite delicacy, just as at Cassiobury Park, Tythrop, Sudbury and Dunster. The panels at Ardenrun are of the same character, but more conventional. The stair space of the hall is divided by a screen of three arches, through the middle one of which the first flight of the stairs is carried. The space afforded by the third arch provides a gallery overlooking the stairs. The dining-room has a rich plaster ceiling and a finely executed fireplace.

The gardens reveal the joint work of Mr. Ernest Newton and the late Mr. W. Goldring, of Kew, and are in harmony with the house. (The property was described and illustrated in COUNTRY LIFE of January 21st, 1911, page 90.)

THE BUYER OF KIDBROOKE PARK.

CAPTAIN R. O. HAMBRO, the banker, is the buyer of Kidbrooke Park, the sale of which, by Messrs. Curtis and Henson, was announced in COUNTRY LIFE of September 3rd. The Ashdown Forest mansion is unquestionably one of the most luxuriously appointed small mansions in existence. The late Sir James Horlick purchased Kidbrooke Park in 1916, for a large amount and he laid out as much again on the property during the time that he had it, though in 1916 it would have been reasonable to regard it as perfectly equipped in every respect. The contents, which, by the way, are not to be sold, are "in the main, museum pieces." Probably to-day the property represents in one way or another an outlay of something approaching £100,000 by the late owner. It says something for the excellence of the building of the house originally, by Lord Abergavenny, whose arms it bears, that Sir James Horlick was able to have all the new work which he wished for incorporated in it.

ALBURY OUTLYING LANDS.

THE DUKE OF NORTHUMBERLAND intends to dispose of approximately 2,500 acres of the Albury estate, Surrey, in the coming season. The sales will chiefly affect the western and southern portion of the estate, the mansion and park and other principal sections being retained. No part of Surrey is more beautiful than the district around Albury, where "clear air and clean wayes," to which Fuller attributed its abundance of "gentile habitations," are seen at their best.

Albury Park was the residence of Thomas Howard, Earl of Arundel and Surrey, in the reign of Charles I. From his family it passed to the Finches, Earls of Aylesford. Samuel Thornton, who bought it from the Finches, added a new front on the north of the house. Mr. Henry Drummond, M.P., by whose daughter's marriage the estate passed to the Duke of Northumberland, built a Tudor tower of stone and other additions, with fine moulded octagonal chimneys of brick, and it assumed much of its present aspect. The gardens were laid out originally about 1667 for Thomas Howard, the collector of the Arundel marbles, by Evelyn, who wrote, in his Diary, "Such a Pausilippe is nowhere in England besides." Cobbett also praised Albury's gardens—"taste and sound judgment at every step in the laying-out."

Albury Park was described and illustrated in COUNTRY LIFE (Vol. II, page 656; and Vol. X, page 400). The Duke of Northumberland's intention also to sell some 7,000 acres of his North Riding land, at Darlington next month, was mentioned in these columns last week.

TOWN HOUSES SOLD.

PORTLAND PLACE, from early days a centre for Embassies and Legations, the Turkish, Spanish and Chinese among them, is about to become the address of the Polish Legation. The house, No. 47, Portland Place, which has been so taken, retains little original work, for it was practically reconstructed by the late Sir Arthur Markham, after his purchase of the property. It was most recently the residence of Lucy, Lady Markham, and before Sir Arthur acquired it, Field-Marshal Lord Roberts resided there. The price paid on behalf of the Polish authorities has not transpired, but a year ago an offer of over £30,000 was rejected by Messrs. Samuel B. Clark and Son, the vendor's agents. Messrs. Gifford and Sons carried out the negotiations as agents for the Polish Legation.

The sixty-three years' unexpired term of a lease from Lord Cadogan of the town house, No. 6, Culford Gardens, near Sloane Square, has been sold by Messrs. George Trollope and Sons, since the auction.

SIR L. ALMA-TADEMA'S HOUSE.

AFTER having been in the market for years the St. John's Wood house of the late Sir Lawrence Alma-Tadema, O.M., R.A., has found a purchaser, through Messrs. Hampton and Sons. It was bought in at an auction some months ago at a formal advance to £25,000, the highest bid being £18,000. The late Sir L. Alma-Tadema spent between £70,000 and £80,000 on the property, and made it a marvel of elaboration in ornament of every kind, not merely using marble and bronze and choice woods in its enrichment, but placing all sorts of inscriptions of welcome and exhortation, and otherwise impressing upon it at every turn his personality. The Byzantine studio is an apartment of great magnificence, and there is Dutch room, embodying panelling and carving, which the late owner brought from Holland, when the hall of a merchant's guild in Gouda was sold.

The house was exquisitely furnished by the late owner, and there was a piano and music seat especially designed by him. The instrument, a grand piano, is of oak, inlaid with ivory, and inside the lid is a vellum scroll on which famous artists inscribed their names when visiting the house. The instrument is now exhibited in Messrs. Maple and Co.'s gallery at Tottenham Court Road.

The contents of Garvagh House, County Londonderry, are to be sold, next Tuesday and on following days, by Messrs. Battersby and Co., who have sold the demesne. The furniture includes a Louis XVI suite, Chippendale, Sheraton, Hepplewhite and Adam items.

CHARLES II—FLIGHT AND RETURN.

THE Moseley estates, extending to about 1,000 acres, are coming under the hammer of Messrs. Knight, Frank and Rutley at Stafford, on September 29th, when the historic Moseley Old Hall will be lot 7 in the sale. The vendor, Mr. John Lockley Whitgreave, is a descendant of Thomas Whitgreave, whose services to Charles II were rewarded with an annuity of £200 a year and a monument in the parish church.

Moseley Old Hall, near Wolverhampton and Rugeley, is a genuine and typical Elizabethan manor, rich in oak panelling, with a grand old oak staircase, and at least two secret hiding-places. There Charles II hid after the battle of Worcester, in September, 1651, when it belonged to Thomas Whitgreave, who sheltered the King until Lord Wilmot, hiding with Lane of Bentley, evolved a scheme for getting the sovereign safely away. Colonel Lane brought Charles II to Bentley, whence suitably instructed in his duties and with Miss Lane behind him on a pillion, he rode to Great Barr and Erdington, and escaped by way of Brighthelmstone (Brighton) to France. His happy return, *via* Dover and Rochester, in 1660, was mentioned a few weeks ago in these columns, in connection with the sale, by Messrs. Hampton and Sons, of Restoration House, Rochester. (COUNTRY LIFE, April 23rd last, page 508.)

BUCKS, KENT AND SURREY SALES.

A TOTAL of £28,250 was realised for outlying agricultural portions of the Penshurst Place estate, Kent, extending to about 500 acres (subject to heavy tithes), adjoining the village of Leigh and belonging to Lord de L'Isle and Dudley. Extraordinary prices were realised by Messrs. Knight, Frank and Rutley at Tonbridge. Ramhurst Farm of 200 acres, let at £238 a year, realised £8,000, with timber in addition. Another farm of 226 acres, let at £255, realised a similar amount. Great Barnetts Farm of 150 acres, let at £145, made £5,000. Accommodation land made up to £50 an acre. Woodland sites made from £70 to £110 per acre.

Next Monday, at Dorking, outlying parts of the Denbies estates, 262 acres, are to be submitted by order of Lord Ashcombe, by Messrs. Knight, Frank and Rutley. The area to be sold is 262 acres in sixty-nine lots, including Sondes Place, a residential freehold of 17½ acres, half a mile from Dorking Station. The firm has another auction next week, on Friday, at Battle, of Telham Court, a modern house in the Georgian style, and 570 acres, in thirty-five lots, close to the spot where the Normans won their battle in 1066.

Sand caves and vaults of Reigate, which have for centuries been objects of historical interest, will be included in the sale on October 26th, 27th and 28th, when practically the whole town will come under the hammer of Messrs. Knight, Frank and Rutley.

An Ibstone, Bucks, property, for some years the residence of Lord Sumner, has been sold by Messrs. Vernon and Sons, on behalf of his lordship. The freehold detached residence on the cliff at St. Margaret's Bay, near Dover, called "The Contract," after a well known Norfolk covert which formerly belonged to the late Mr. L. V. Bathurst, has been disposed of for £2,200, through Messrs. Terson and Son.

HUNTING ESTABLISHMENTS.

NEXT Wednesday, at Truro, the Tregye estate of Lady Margaret Boscawen will be offered by Messrs. Body and Son and Mr. James Escott. The 717 acres in forty-eight lots include, as the first one, Tregye House and 160 acres.

At Lincoln next Friday Messrs. Earl and Lawrence will sell the late Mr. G. T. Marriner's hunting-box, Rowston Manor, 735 acres, in the heart of the Blankney Hunt.

Lieutenant-colonel the Hon. E. S. Wyndham has decided to sell Laxton Hall estate, which is well situated for hunting with the Cottesmore, Fitzwilliam and other packs, near the borders of Northampton and Rutland, about eight miles from Stamford. It is a Georgian mansion. The estate includes the greater part of the village of Laxton and nearly 1,100 acres, and it will be offered, in one or seven lots, by Messrs. Winkworth and Co., next month.

Hattingley Hearty, in the first class for Kerry heifers at the "Royal," and Hattingley Happy, first at the English Kerry Society's Show this year, were bred at Medstead Hants, on the Hattingley estate of 390 acres, which Messrs. Edwin Fear and Walker are instructed to sell, as Captain Nelson Zambra is taking a larger place. The 370 acres, for sale on October 5th, are, of course, largely pasture land of the richest type. The firm has sold Ivy Rock, 10 acres, at Tidenham, near Chepstow; and St. Catherine's and 6 acres in Medstead

Messrs. Bruton, Knowles and Co. have recently sold The Sandiway, near Ross, nearly 13 acres (withdrawn at their recent auction); and Bredon Manor, Worcestershire, 7½ acres.

An auction next Friday is that of Southover Hall, Burwash, at Tunbridge Wells, by Messrs. Hampton and Sons, who will, jointly with Messrs. King and King, at St. James's Square next Tuesday, offer Holland House, Clarence Parade, Southsea, with possession.

The Wood, Salcombe, has changed hands privately through Messrs. Harrods, before the auction which had been appointed for last Tuesday. The firm will sell The Grove, Witham, an Essex house in the Georgian style, and over 40 acres, at Chelmsford on September 30th, for executors.

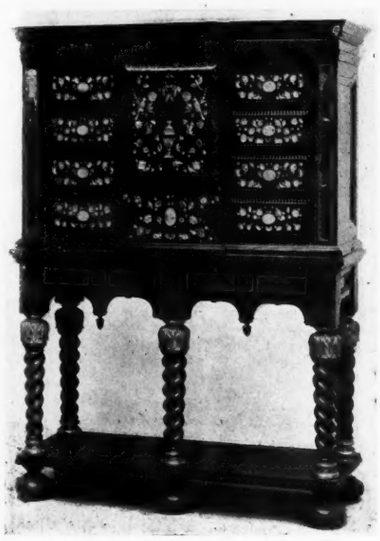
Nutfield Court, Surrey, and the Old Rectory at Woodham Ferrers have been privately sold by Mr. Louis Tredinnick.

ARBITER.

FINE FRENCH FURNITURE. OLD ENGLISH CARPETWORK

THERE is probably no style in the decoration of furniture so characteristically French as the curious inlay of metals, ivory, ebony and tortoiseshell which is termed "Boullework." The rich reds of tortoiseshell, the glitter of brass or ormolu and the lustrous effects of mother-o'-pearl in contrast to plain ebony and ivory provide a decorative palette of extraordinary power. Some magnificent specimens of metal inlay are in the collection of furniture belonging to Messrs. M. Harris and Sons, New Oxford Street, W. One early cabinet made in the reign of Louis XIII is of almost regal richness. Its front framework is mostly of tortoiseshell, and the side supports have panels of German silver with inlaid ornament of engraved brass. The frame of the cupboard door is of tortoiseshell; the panel of sycamore with graceful and elaborate ornament in brass; the central vase, squirrels, peacocks, birds, dragonflies and flowers in engraved mother-o'-pearl. The inside of the door shows a tortoiseshell panel inlaid with metal and ivory.

The open door reveals a brilliant interior. In the walls are six mirrors



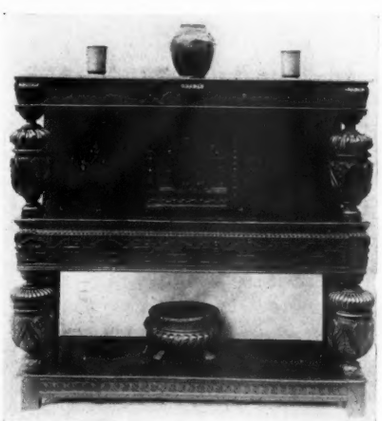
LOUIS XIII BOULLEWORK CABINET.

separated by slender golden pillars and capitals from which spring the top arches. Spandrils of tortoiseshell are surmounted by a cornice of waved ebony mouldings, while the floor is composed of a delicate chequerwork of tortoiseshell and ivory with a panel of tortoiseshell and brassine inlay. A drawer above is richly decorated and has a tortoiseshell frame set in ebony edging.

Below the door is a drawer with shaped front, and on either side are four drawers in similar decoration to that of the door panel, but having medallions of mother-o'-pearl in the centre. Surmounting these is a series of mouldings in tortoiseshell and ebony. The stand, forming part of the cabinet, rests on compressed spherical feet on which is the flooring, designed in three panels carried out in inlay of sycamore and Italian walnut. Spirally turned pillars of Italian walnut with golden bases and capitals carved with acanthus rest upon it, and from these spring flattened arches meeting in a drop and finial with spandrils of tortoiseshell, ebony edged. Over each support is a panel of delicate inlay framed in wavy ebony mouldings.

To the period of Louis XIV belongs a remarkable Boulle commode which was formerly in the possession of the Countess of Mexborough, at Cannizard, Wimbledon. The front is of fine form, curving downwards, the folding-down flap being decorated with a fine panel of tortoiseshell inlay on brass with splendid ormolu mounts. Upon the commode stands a clock with beautifully engraved dial, below which appears "ESTIENNE LE SIAMOIS A PARIS," on white enamel. Seldom does one see so many splendid examples of this wonderful art together. Here is a grand writing table with front shaped to allow space for knees, and marvellous under framework. Another table of most intricate inlay has beautiful animal legs, the haunches adorned with ormolu mounts and graceful golden legs ending in hoofs.

Few fields of research have been less explored than the history of English knotted pile carpets, existing specimens of which date from 1570. Coverings of chairs or stools in "Turkey work" occur in old inventories, and examples of different periods are in existence. There is a fine old armchair, probably of the Stuart period, now on view at Messrs. Gregory's, Old Cavendish Street, W. Its sturdy shaped arms have bracket-like processes at the shoulders, while the hands, of scroll form, fit over baluster supports. The legs are of baluster form, while the footrails are close to the ground. The seat and back are covered with old English "Turkey" carpetwork. Its ground is white with dark brown ticks; upon this is a beautiful diaper of red rose sprigs alternating with a blue and red flower, with part of a fine border of roses and another flower. The chair measures 3ft. 3ins. in height by 2ft. 4ins. wide. Not far away is a Queen Anne settle for a hall, the back consisting of five panels very richly carved, the top frame adorned with a design of arches and trefoils, except over the middle panel, where the inscription "L.G.E. 1709," occurs. The arms are shaped and rest on baluster supports, while the legs are also turned. Here, too, are several court cupboards of great interest and early seventeenth century design. A fine example of the seventeenth century standing cupboard is remarkable for beautiful colour; its two doors and panelling between are decorated with geometrical ornament having a filling of foliage. Below the middle framework runs a band of richly



SEVENTEENTH CENTURY STANDING CUPBOARD.

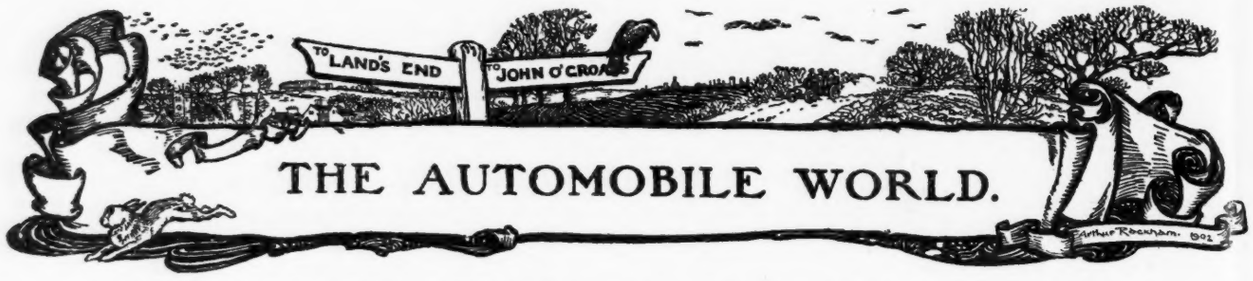
carved ornament with a pendant in the middle. The front legs are turned in baluster form; the back are square with a plain flooring.

D. VAN DE GOOTE.

WHITE ALLOM & Co.



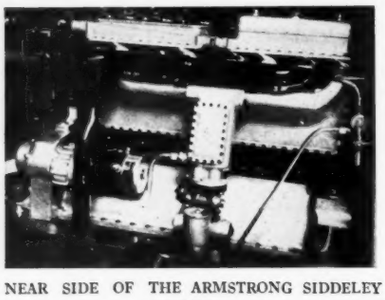
LONDON & NEW YORK



THE ARMSTRONG SIDDELEY CHASSIS

AMONG the various "sensations" that the British automobile industry has produced since the war for the edification of a somewhat jaded public, the Armstrong Siddeley chassis certainly deserves a very prominent place. The six-cylinder engine and the chassis that carry it are characteristic in every way of the very best modern practice, and yet when first introduced it was to sell complete at £720—a ridiculously low price which, when taken in conjunction with the complete equipment provided, was actually lower than that of any pre-war chassis of similar class. It is true that it was possible before the war to obtain a six-cylinder chassis of high standard for round about £700, but never until the new Armstrong Siddeley came along was it possible to obtain at such a figure a 30 h.p. six-cylinder chassis with an entirely complete equipment which required only the body to convert it into one of the most luxurious of touring cars.

Besides the interest due to its price and the general high standard of its workmanship, the Armstrong Siddeley deserves special attention for many features of its design. Thus on casual inspection the chassis appears to be strikingly robust and heavy, but it is a fact that its power to weight ratio is among the best of any standard car on the road. The enormously deep side members of the chassis frame contribute in a large degree to the general impression of heaviness, but these side members are of steel only 0.1in. in thickness, and consequently are as notable for their lightness as for their strength, the latter feature being enhanced by the manner in which the running boards are riveted to the side members and so form an integral part of the chassis frame construction. These deep side members, with the running boards, together with four cross members, constitute the chassis frame and exercise a considerable influence on the general design. The engine, for instance, has a four-point suspension on the two forward cross members. The gear-box is unique in its method of attachment, in that it is suspended at only one point from the chassis frame proper, this being at the centre of the second cross member. The third cross member is positioned where the frame narrows for the final up-sweep, and the final one is merely the termination of the frame.

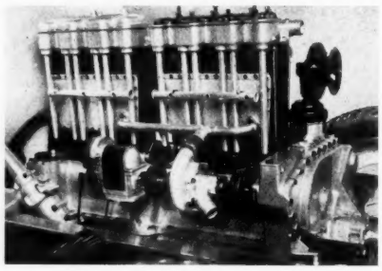


NEAR SIDE OF THE ARMSTRONG SIDDELEY ENGINE.

Showing the carburettor with its heat jacketing, the starting motor and the two-way tap that provides the reserve supply from the fuel tank.

As might be anticipated, the gear-box is assembled with the torque tube and rear axle to form a single unit, although, of course, this transmission assembly is made up of several independent units which blend together to constitute the whole. The gear-box constitutes one casting; then comes the torque tube proper, which is bolted to the centre of the rear axle casing, and is further attached to the extremities of this casing through a pair of very substantial radius rods. The rear axle itself is in full keeping with the rest of the chassis in the robustness of the construction that it typifies, and yet it is quite neat in its over all appearance.

One of the many interesting details of the whole assembly of this car is to be found in the rear axle and rear wheel



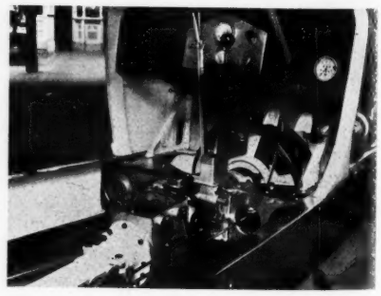
OFF-SIDE OF THE ARMSTRONG SIDDELEY ENGINE.

construction. The brake drums at each end of the axle accommodate both hand and foot brakes (both internal expanding), and the drums, which are no less than 17½ins. in diameter, constitute the effective hubs of the wheels; thus the wheels themselves are little more than rims with about 3ins. of hollow disc attached to them, these discs being bolted to the brake drums and so providing the detachable wheel feature. In the case of the front wheels—where, of course, no brake drums are placed—there is a special inner plate attached to the hubs, of the same size as the brake drums on the rear wheels, so that, as is necessary, exact similarity between all four wheels is secured. Incidentally, it is worth mentioning that this method of construction of the wheels means a considerable reduction in their weight, which is not a matter that is likely to influence the performance of the car in any way, but it is a feature that will be keenly appreciated by those who have to change an Armstrong Siddeley wheel on the road.

The six-cylinder engine has its cylinders cast in two blocks of three, each block forming an entirely independent unit bolted on to the aluminium crank case. The crank case itself is divided longitudinally, the crank-shaft bearings, of the somewhat unusual number of three, being suspended in the upper half; thus the lower half of the crank case consists merely of the oil sump and may be removed without interference with any vital parts of the engine. With a bore and stroke mysteriously given as 3½ins. by 5½ins., it is stated that the R.A.C. rating of the engine is 29.5 h.p., so that the tax on the car would be £30. Unlike the majority of modern cars employing overhead valves, the Armstrong Siddeley cam-shaft is encased in the crank case and is not mounted on the cylinder heads. The valves are operated from the cam-shaft through push rods which are enclosed in aluminium tubes. Oil is fed under pressure to the rocker arm gear on the top of each cylinder and is then returned through the tappet rod tubes to the cam-shaft, which is thus lubricated. Each tappet rod itself is tubular in construction, but its ends are solid and are provided with a suitable spherical finish to take the rocker arms and the tappet bearing. The cam-shaft, like the crank shaft, has three bearings, but the latter unit is lubricated completely under pressure from an oil pump driven by a vertical gear from the cam-shaft, only the main bearings of the latter being lubricated under pressure. The remainder of the engine is lubricated by splash.

Another interesting engine feature is the construction of the connecting rods, which are tubular—the advantage of which is, of course, the ease of machining that accrues at minimum cost. It is obvious that the relatively low price of the Armstrong Siddeley has been secured by careful consideration of such details as this, for a chassis of this size would not endure for one moment economies in production costs effected by the employment of inferior material or workmanship. The push rods operating the valve gear are all situated on the off side of the engine, where also are the sparking plugs, these being placed at an angle of 45° in the cylinder walls and deriving their current from a high-tension magneto driven by a continued action of the water pump spindle, which, in turn, is driven by a chain from the crank shaft.

The timing gear-case of the Armstrong Siddeley covers three chains, one for the water pump spindle, one for the starting motor and one for the cam-shaft. The starting motor is thus permanently coupled to the crank shaft, but in the drive is incorporated a free wheel, so that as soon as the engine starts revolving under its own power the starting motor is freed from it. This construction, while simple, appears to have certain limitations, for a free wheel is always liable to go wrong, and, naturally, it is not an easy matter to get at the free wheel in this instance.



THE CLUTCH PIT AND GEAR-BOX OF THE ARMSTRONG SIDDELEY.

Showing also the dynamo mounted in the end of the frame cross member

THE Lanchester 'FORTY'

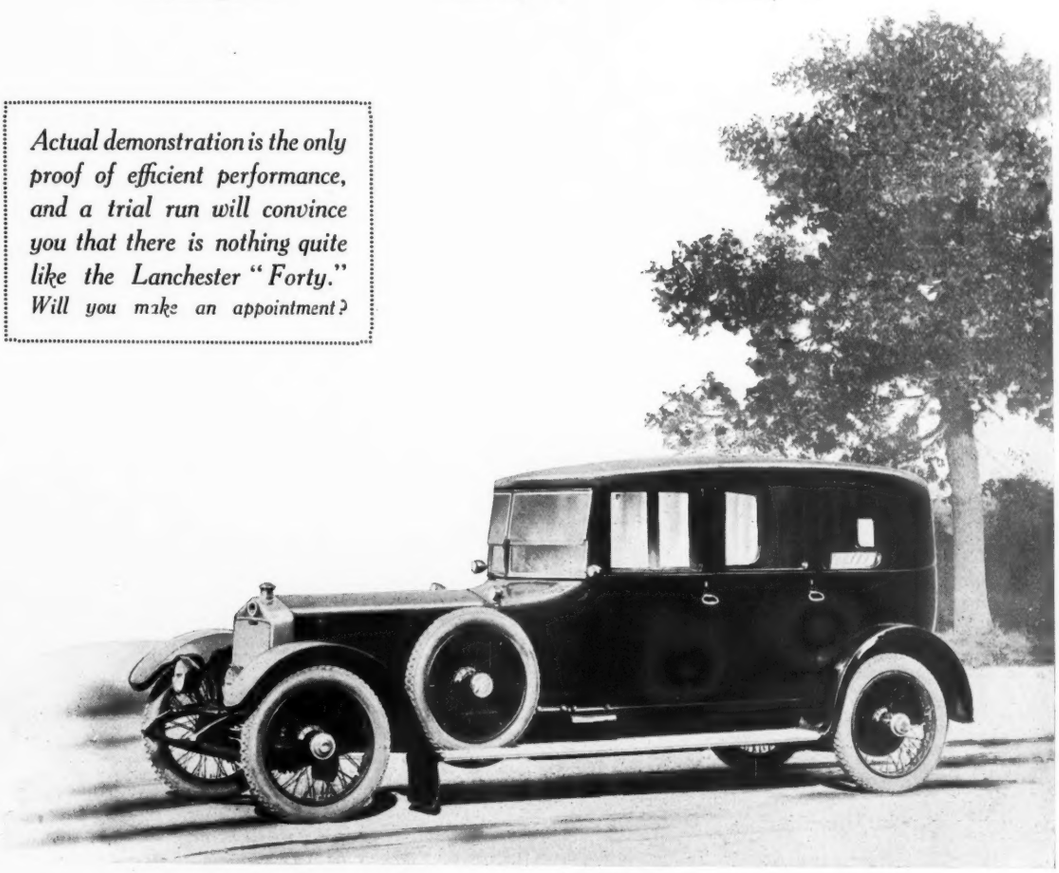
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as first of all the radiator would presumably have to be dismantled. Mounted on the top of the timing gear cover is the electric horn, its position having been originally occupied by a mechanically driven tyre pump. It is with real regret that we notice

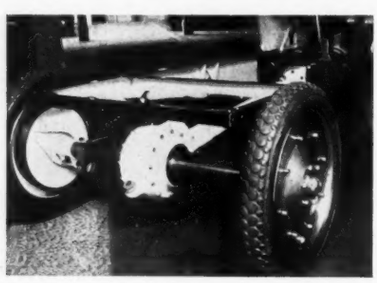


DETAILS OF THE ARMSTRONG SIDDELEY FLY-WHEEL, CLUTCH AND GEAR-BOX.

that this pump has been dropped from the specification of the Armstrong Siddeley, for when we saw the first of these cars so equipped we felt that a very useful step forward had been effected in British automobile practice.

On the opposite side of the engine is the carburettor, the heating arrangements for which are executed with particular skill. Besides the provision of a hot-air jacket to the pipe connecting the carburettor to the induction manifold, this latter lies alongside the exhaust pipe, so that pre-heating of the charge into the Armstrong Siddeley cylinders is adequately assured.

The fly-wheel of the engine is of the fan type, consisting of vanes with a heavy steel rim, and immediately behind the fly-wheel is the multiple steel plate clutch, which is somewhat unusual in that it is normally exposed and is not totally enclosed. The clutch consists of seventeen steel and fifteen Ferodo discs; the drive is then transmitted through a spherical universal joint embodying six large steel balls free to slide in grooves to the three-speed gear-box. From the clutch shaft the drive is taken to the dynamo by belt, this unit being mounted in the end of the second cross member of the chassis. We must say that we were very surprised to find belt drive for the dynamo on such a high-class automobile as the Armstrong Siddeley. It is our considered opinion that, however carefully it be designed and however elaborate the arrangements for frequent adjustment or however accessible it may be, belt drive for a dynamo is never likely to be permanently satisfactory. Like belt drive for the speedometer, it ought to be obsolete on all high-class cars and not merely obsolescent. The Armstrong Siddeley has not a belt drive to the speedometer, for this drive is taken from a skew gear at the



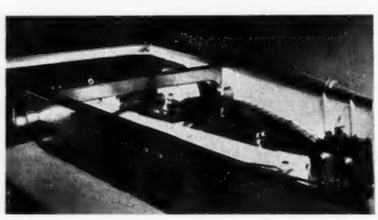
REAR PORTION OF THE ARMSTRONG SIDDELEY CHASSIS.

Showing the back axle, the large brake drums and the construction of the rear wheels.

rear end of the gear-box, the gears being totally enclosed in the gear-case end cover. Central control is provided for the gear-box as well as for the hand brake, and the ratios available are 3.7 to 1 on top, 6 1 to 1 on second, 12.6 to 1 on first and 16.15 to 1 on reverse. Accidental engagement of a gear is prevented by a ball placed between the sliding rods and so arranged that only when the rods are in the neutral position is any play available round the ball. The fact that the gear lever is pivoted well below the gate gives ample leverage when changing gear, thus making this operation quite easy. The cardan shaft has no flexible joint, is tubular and carries at its rear extremity the spiral bevel gear for which simple means of adjustment are provided.

The suspension is by semi-elliptic springs in front and long cantilevers in the rear, and the wheels are centrally pivoted, while the live axle construction is used for the axles of the front wheels. As is usual when this type of front axle is employed, claims of uncommonly easy steering are made, and it may be anticipated that with the Armstrong Siddeley, as with the few other cars embodying this practice, the claims can be adequately substantiated. The steering gear itself is by worm and complete worm wheel, provision being made for the rotation of the latter so that wear may be taken up, while the rake of the steering column is also adjustable.

A quite unusual feature for a chassis of Armstrong Siddeley size and character is the provision of gravity feed for the petrol, the tank being carried in the dash and having, besides the normal supply of twelve gallons, a reserve supply of two gallons which may be drawn upon by



THE DEEP SIDE MEMBERS OF THE CHASSIS FRAME AND THE CANTILEVER SPRINGS.

the turn of a tap. This is a really good idea and one that is far too rare. The annoyance and serious inconvenience of running out of petrol on a long journey when one is far from anywhere ought not to require the carrying of an unsightly petrol can to meet them, and it is surprising that so few makers of cars, large and small, appreciate the real utility of this reserve supply.

Not having had the opportunity of sampling the Armstrong Siddeley on the road, we cannot venture to express any opinion on its capabilities, but, judging as far as possible from the general design of the chassis, we should certainly expect these to be of a very high order in every desirable direction.

New Models.

WITH the Motor Show only two months ahead, attention is being focussed already on new models and interest is alive as to what firms may be expected to introduce new cars. It used to be the custom for practically every exhibitor to show at least one new model at Olympia, but the war has effected a radical change in many things and post-war considerations have emphasised the necessity for strict economy, and, therefore, advocate the avoidance of new models unless they are made absolutely necessary through the failure or unsatisfactoriness of the previous models.

If the Olympia and White City Shows reveal more than half a dozen really new models among the big cars we shall be surprised. The year 1922 promises to be a year of improved 1921 models. Little matters here and minor details there will have undergone modifications which, although tending to improve the performance, will effect no radical difference in the specification of the cars. This being the case, the exceptions are likely to prove of more than ordinary interest. Although nothing official has yet been announced it seems to be generally expected that a Sunbeam light car will make its *début*. Details have already appeared of the special 1½-litre Sunbeam racing light car designed for the Junior Car Club's 200 mile race in October, but it is improbable that this will be the Sunbeam light car offered as a standard production to the public.

It will be remembered that about a year ago a very interesting car, known as the Crown Magnetic, was described in these pages. It is a car that has hitherto been manufactured in America under the name of the Owen Magnetic, and its main feature is the employment of a very ingenious electric transmission system. We are informed that the Crown Magnetic is to be made in England in two models which will make their first appearance at the Show. Of these one will be rated at 15.9 h.p. or thereabouts, and the other will have an eight-cylinder engine of higher power, both cars being manufactured throughout in this country. The fact that the 15.9 h.p. model will sell at approximately £850 should considerably enhance the prospects of this car in its attack on the conservative British market.

Two other new models are the 20 h.p. Straker Squire which would appear to be a sort of compromise between the old popular 15.9 Straker and the latest six-cylinder chassis. The other new model, about which information is available, is a Belsize, constructed to the design of Mr. Granville E. Bradshaw, who will be known to all enthusiastic motorists as a designer to whom convention is anathema. At the last Motor Cycle Show a machine was exhibited with an oil-cooled engine designed by Mr. Bradshaw, and the new Belsize engine is apparently to be on somewhat similar lines, except that instead of being a flat twin, the cylinders will be set at an angle of 90°. An oil-cooled engine, it should be pointed out, is really an air-cooled engine of which the lubricated surfaces are very much increased as the oil is circulated round the cylinder walls and pistons and other heated areas.

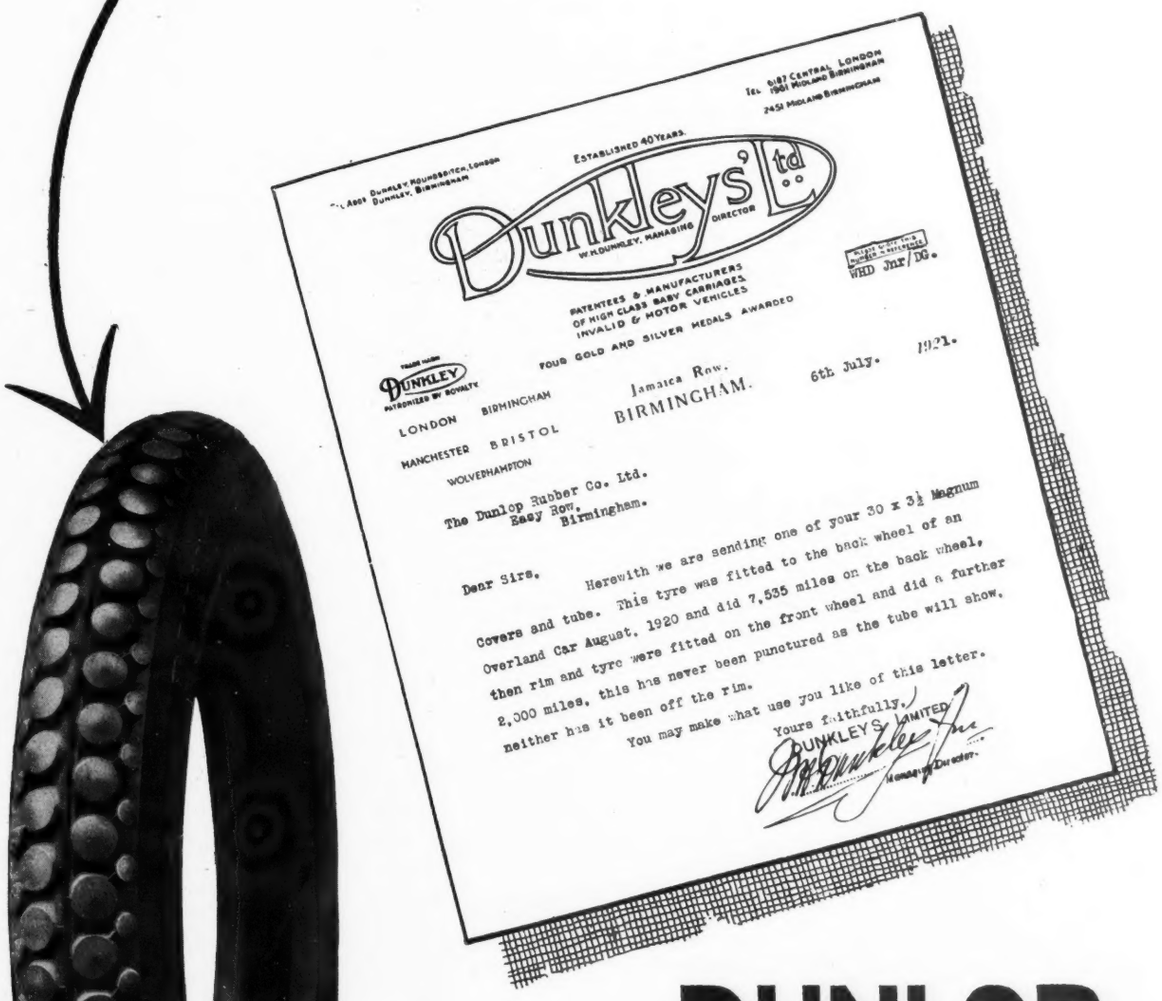
The engine clutch and gear-box are to form a single unit, while some departures are being made in the relative position of clutch and gear-box with the idea of increasing the ease of gear-changing. According to the *Autocar* this new Belsize production is to sell at £250. And if this is the case, the influence of the car on the small car market should be very pronounced indeed. There are indeed, to be many new small cars making their *débuts* at this year's Show, so that it would seem that 1922 will be even more of a small car year than has 1921. A decrease in large car activity—in every sense of the term—promises to be more than counterbalanced by an increase in that of small cars. It is, in fact, very difficult to understand how, if all the promises of large outputs materialise, adequate markets will be found.

An Interesting Motor Coach Development.

IF all motor coaches were constructed on the lines of one that we had the pleasure of inspecting recently, much less would be heard of the criticisms and objections that are raised to these vehicles. This particular coach was the Laffly Schneider, and was the first to reach this country from France, where both chassis and body were constructed. The occasion of our inspection was the giving the coach a send-off on its preliminary official tour

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of Great Britain. Starting from London, the coach is proceeding as far north as Inverness, whence it will return to London, the whole trip occupying a fortnight. This cruise in itself is a bold step towards the introduction of this particular "saloon bus," as it is called, as well as in the popularisation of the motor coach movement in general, and, judging by the interest that the coach aroused in Northumberland Avenue, the enterprise of the promoters will be fully justified.

The vehicle is indeed a vast improvement on the ordinary motor coach. It is of the totally enclosed saloon type, although all its windows may be lowered, giving the passengers the full benefit of fine weather. The interior fittings and upholstery are on a most luxurious scale, all metal fittings being silver-plated, and the seating is the most comfortable that we have tried in anything but the most expensive of private cars. The accommodation is for twenty passengers, and the seats are arranged transversely in pairs with a central gangway, while at the rear of the coach they are ranged round the sides so as to give the maximum benefit of the large observation panel that forms the end of the body. In this section of the interior a table may be placed, and it is suggested that if the coach were used as a caravan, a purpose for which it is eminently suited, this portion could be curtained off to act as the sleeping compartment, while the main space of the interior would form a generous living room.

Like the body, the chassis is an excellent example of the most up-to-date practice. The bore and stroke of the four-cylinder engine were given us variously as 105mm. by 140mm. and 110mm. by 150mm. Such details as this are, however, in this instance of but secondary interest. What is of interest is that the coach can average a speed of 25 m.p.h., and its pneumatic tyres render such a speed a much safer and more comfortable undertaking than it is with the solid-tyred vehicles that are at present doing so much towards the ruination of our roads. An incidental fitting on this Laffly Schneider is the provision of a signalling device in the form of an arrow indicating the direction of a projected turn, both front and rear.



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Mr. H. N. Gilbey at Croydon Aerodome before leaving in a Vickers-Vimy machine for Paris, Brussels and Amsterdam.

R.A.C. OFFICIAL DEMONSTRATIONS.

THE Royal Automobile Club has made an interesting innovation which will be welcomed by the motor trade and by motorists alike. It is actually a development of the official certified trials, the method of carrying out which is necessarily so elaborate as to be too cumbersome to be applied to tests of simple devices such, for instance, as a thief-proof car lock or a petrol can-opener. These, by their nature, would not appropriately be subjects for a certified trial, but nevertheless, there are certain claims regarding them that could readily be substantiated by demonstration. The Club has now inaugurated a system of official demonstrations of motor accessories and fittings which will serve this purpose in a very useful manner.

The regulations under which the official demonstrations will be conducted state that the object of the demonstrations is to test the merits of a device (defined as any part of a car, an accessory, a tool or a material), and make it clear that the Club will only admit to demonstration such articles as are more suitable subjects for demonstration than for certified trials. The Club will, of course, issue a public report of every device that is submitted for test, and these reports will, naturally, be of a less formal character than the certificates of performances issued in respect of R.A.C. official trials.

COIL AND BATTERY IGNITION.

WITH the continued increase in the use of coil and battery ignition instead of the magneto, special interest attaches to a booklet recently published by the British Lighting and Ignition Co., Limited, giving particulars of their dynamo ignition system and instructions on the maintenance of this as well as of their ordinary dynamo and starting motor. The B.L.I.C. dynamo igniter seems a very well made and compactly arranged unit, and it is bound to become an even commoner fitting on cars.

ITEMS.

A Useful Guide.—H.R.H. the Prince of Wales has been graciously pleased to accept a copy of the second edition of the "Dunlop Book," an accurate and comprehensive guide to the whole of Great Britain and Ireland, issued by the manufacturers of the original pneumatic tyre. In acknowledging the copy, the Comptroller of the Household of H.R.H. said: "Thank you very much for your kindness in sending this very useful volume for His Royal Highness."

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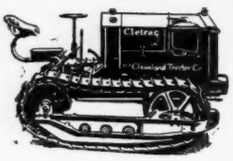


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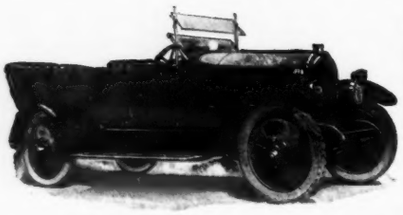
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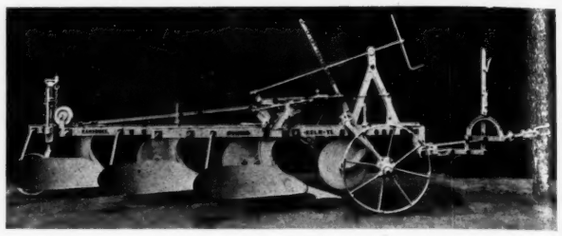


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NEXT WEEK'S TRACTOR TRIALS

NO one who listened to the speeches made on the occasion of the Society of Motor Manufacturers' and Traders' Tractor Trials Dinner a week ago could have any doubt as to the superiority of the tractor as a means of cultivation. Particularly does this apply to the sayings of Sir. Alfred D. Hall and Mr. S. F. Edge. It is a great pity that they were not speaking directly to an audience



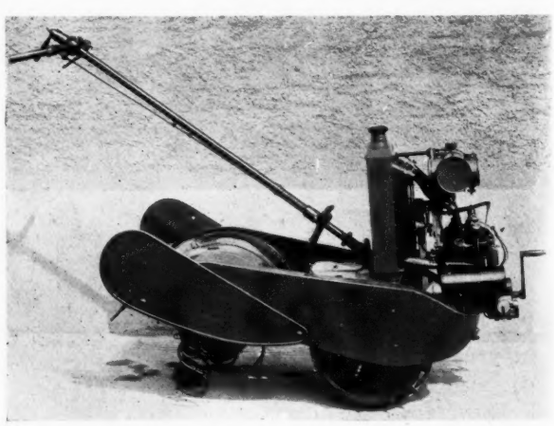
RANSOMES' NEWEST TRACTOR PLOUGH WITH MEANS FOR INSTANTANEOUS ADJUSTMENT OF THE PLOUGH HITCH AND DEPTH OF PLOUGHING.

of farmers, and it is sincerely to be hoped that their utterances will not lose much weight in the course of their transmission through the Press..

Sir Alfred briefly compared pre-war and present conditions in respect of labour costs and labour output. Before the war labour cost about £60 a year. In output it was £100 a year. At the present time the cost is approximately £120 a year, while the actual output, bearing in mind the low prices at which agricultural produce is now being sold, is little, if any, above what it was before the war ; that is to say, the return for a outlay of £120 is very little more than £100. The farmers' only hope lies in the more wide-spread use of machinery, whereby labour costs can be correspondingly reduced, or alternatively, its productiveness increased.

Mr. Edge's remarks pointed, in a most direct way, the moral of Sir Alfred Hall's speech. He stated that at the present time he was farming 2,000 acres, of which, roughly, 700 were arable. In the ordinary way thirty horses would be necessary in order to carry out effectively the cultivation, seeding and harvesting operations in connection with this area, and on a basis of one carter to two horses the labour of fifteen men would be required for that department of his farm alone. Actually the work had been done by four tractors and two small 1-ton motor lorries.

That the tractor is useful as a means of cutting costs is becoming generally recognised ; that it can be made a means of producing crops which would otherwise be practically unattainable is likely to be, to many, more difficult of belief. Mr. Edge, however, quoted his own experience this year, when, as the result of deep ploughing and sub-soiling—an operation which, as I have pointed out in these columns, is only practicable if mechanical means are adopted for ploughing—has been able



THE SIMAR WHICH PREPARES THE GROUND FOR SEEDING IN ONE OPERATION.

to produce first-class crops of mangolds and roots of all kinds. Of the former, for example, he is harvesting, notwithstanding the drought, 40 tons per acre. whereas neighbours who have not similarly taken advantage of the facilities which the tractor affords for deep ploughing, are hardly getting a crop at all.

These are the sort of facts which are causing farmers throughout the country seriously to reconsider their half-formed prejudices against the tractor. They, as well as others who are already

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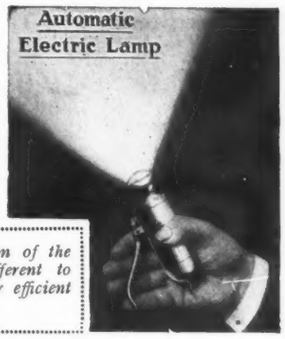
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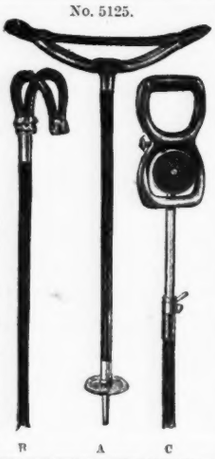
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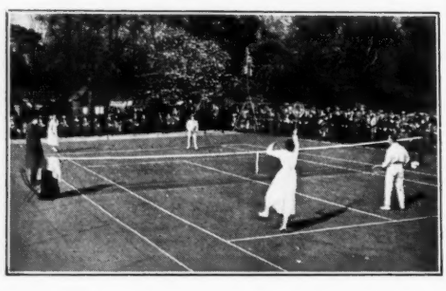
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tractor owners, present or prospective, will naturally be looking forward to next week's event, the annual Tractor Trials, which are being carried out under the auspices of the Society of Motor Manufacturers and Traders at Shrawardine, near Shrewsbury. In these trials every tractor of importance which is available on the British market is participating. There are forty different machines in all, covering the following makes: Austin, Blackstone, Case (three different sizes), Cletrac, Fiat, Fordson, Glasgow, Hart-Parr (two sizes), International Junior, Lavson (a smaller model this than the one which competed at last year's Royal Agricultural Society's Trials), Parrett, Peterboro', Renault (two, one a wheeled tractor, and the other of the track-laying type), Samson, Saunderson, Titan, Twin City, Wallis (British), Avance, Fowler, Hammett, Cycle, Service and Simar.

The majority of these machines, as will be realised by readers, are more or less old friends. In most cases, no doubt, as to take a particular example, the Austin, to which I referred a fortnight ago, modifications have been made during the intervening twelve months since last year's trials, with a view to improvement. The new machines are the two Renaults, which are fine examples of the workmanship of a world-famous French firm; a large model Case—a machine with a 40 h.p. engine; the Avance, a self-contained motor plough of Swedish manufacture, its outstanding feature being the employment of an engine which utilises crude oil instead of either paraffin or petrol; the Hammett and Cycle—the last two are the dark horses of the trials. The former, I understand, is a self-contained machine built somewhat on the lines of the Moline, but embodying several special and interesting features and designed on the most economical lines. The Cycle is a small-powered machine which runs mainly, as its name would indicate, on two wheels. It is designed to meet the wants of the farmer whose holding is not sufficient to justify the expenditure which would be necessitated by the purchase of an ordinary tractor, but for whom the smallest type of machine, such as the Service, is not adequate.



THE AVANCE MAY BE USED EITHER AS A TRACTOR OR SELF-CONTAINED MOTOR PLOUGH.

The Service itself is, by the way, a new-comer to the trials, and it is one of a class which is of itself an innovation at tractor trials: I refer to the garden cultivator class, in which this machine, together with the Cycle and the Simar, are entered. The Service is a 4 h.p. two-wheeled machine behind which the operator walks. It can plough with a single-furrow plough, but is mainly useful for cultivating in market gardens, between rows of trees, and so on.

The Simar is a special machine utilising the rotary principle of cultivation. Instead of hauling a plough, cultivator or other implement, it carries at the rear end a set of revolving spring tines. These are engine-driven and rotate in such a manner that while plunging into the soil, disintegrating it and properly pulverising it, they at the same time impel the machine in a forward direction. It is, as it were, a self-propelled implement, the tractive effort required from the wheels on the vehicle portion of the machine being practically nil.

I have, on a former occasion, in directing attention to the trials, referred to the special implements. I understand that in all twenty-six have been entered for trial and demonstration, including, besides several of the most modern examples of self-lift tractor ploughs, some self-lift harrows, a deep digging and subsoiling plough by Ransomes, a stubble-breaking plough by the same firm, and a skim plough by Phipps, makers of the well-known A.B.C. implements. In addition, three Revolt drain excavators have been entered, one capable of cutting a ditch 8ins. wide by 3ft. or 3ft. 6ins. deep; another to cut a ditch 14ins. wide; while the third is a sheep-drain excavator. The inclusion of special implements of this kind in the trials adds enormously to their interest, while there can be little doubt but that the Society, in thus encouraging the development of tractor-drawn implements, is taking a step in the right direction.

For the benefit of intending visitors it is interesting to note that the site of the trials is within six miles of the town of Shrewsbury itself, whence it is reached either by rail on the Shropshire and Montgomery Railway—Shrawardine Station being actually in the middle of the site of the trials—or by an excellent service of motor 'buses from Shrewsbury.

The actual days of the trial are from Tuesday, September 20th, to Saturday, September 24th, inclusive.

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A Sunbeam Owner's Opinion

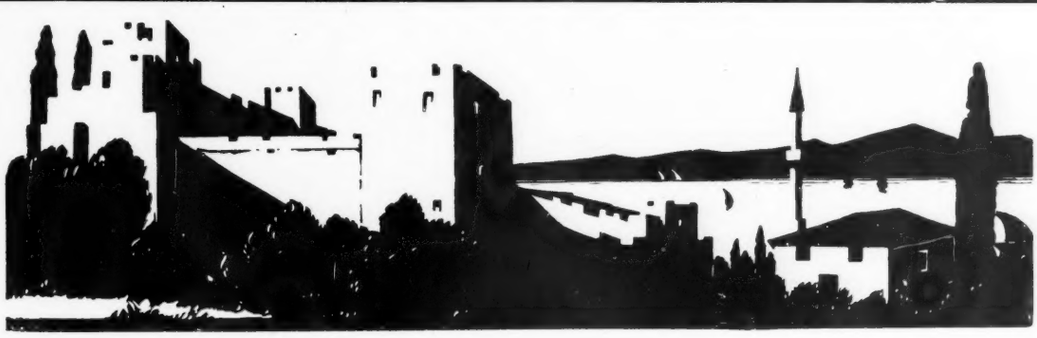
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THE EVOLUTION OF ELEGANCE

THE NEW *GODET* PANELS. MODISH BLACK CREATIONS.

AT last something like order is coming out of the chaos and the trained eye is able to distinguish between the good modes that will last and the merely bizarre that are destined to die an early death. These last, one imagines, are only brought forward to "startle and waylay"—some perhaps almost impishly, by way of seeing what a voracious public, on the look out for change and variety, is capable of swallowing. Of such are the high neck evening bodices with nothing whatever beneath the arms, while the acceptance of the revived trouser foundation, for wearing under ankle-depth transparent skirts, although not extreme, is still on the knees of the gods. Generally speaking, however, the pending modes are extremely attractive, with infinitely more of elegance and dignity than has been the case for a long while.

Quite emphatic is the long waist-line, and protests over the longer skirts have almost entirely ceased. It is really laughable to hear the late advocates and upholders of the curtailed *jupe* now declaiming loudly against this *ingénue* style and discussing the enormity of displaying thick ankles and knock knees—criticisms that would have been waved away with a light, airy indifference a few short months back. That the fine discretion exercised by the leading *couturières* in the matter of the elongated *jupe* has been largely influential in bringing the revival to so quick a head is unquestionable. With tailor-mades the increase in inches is slight, but quite appreciable, a greater licence being taken with afternoon frocks, the go-as-you-please spirit only being entered upon when it comes to evening creations; and the mind which can cavil at this splendidly impartial distribution of favours will cavil at anything.

Fur, fringe, ribbons or braids trim most of the day gowns and not a few of the tailor-mades, excepting the fringe, unless, of course, it is monkey fringe, and that is *persona grata* on everything and anything. Especially effective is a heavily ribbed *gros grain* ribbon or silk that is being much used. It is employed in flat lines like braid, or else to bind the edges of coats, panels, cuffs and collars. Coat-frocks are an obsession, as also the little frock, the last named the invariable complement of the smart wrap-coat or cloak. On both these fur, perhaps, is the most insistent decorative feature, and is induced to take on, under inspired influences, the most undreamed-of aspects.

As, for example, those *godet* panels shown in the accompanying sketch, this, a coat-frock expressed in conformance with the very latest auspices, effected in grey cloth and *petit gris*, the final note of distinction imparted by a coloured plaque-leather or composite girdle. *Beige* and nutria fur would make another attractive alliance, and there can also be visioned pleasantly navy and either of these pelts.

With *après-midi* gowns similar *godets* are to be seen carried out in lace, pleated chiffon and embroidery, something of the same appearance being achieved by ruched ribbons. But with one and all there goes the flat, demure little bodice, either quite plain or resolving into a few concertina-like folds just above the waist. That we are out for shapeliness is true, and also a more definite waist-line, but this end is not to be attained at the cost of lissomness. The figure is still to move easily and without any appearance of restraint.

Of a quite particular *cachet* are coat-frocks fashioned of those effective Roman striped materials, the stripes in artistically blended parti-colours being clustered together at wide intervals.

On a chocolate brown ground there were woven stripes in yellow, dull red, blue and faint mauve, this building a model that buttoned severely up to the throat, with an apron skirt front that fell in long tapering points either side. And it is pretty well assured that the coat-frock will find endless expressions in velvet, both plain and ribbed, a favourite style for these being the one-side opening, Russian blouse style, edged with fur or embroidery, or both.

On little frocks of face cloth, satin and *tricot*, fine embroideries in gold and silver thread are figuring, the design often carried to the depth of the knee on the skirt, and on the corsage to a bowing acquaintance with the waist. A black *tricot*, woven or embroidered in aluminium thread, is the epitome of elegance and ideal for wearing under a smart wrap of fur or cloth trimmed fur. Despite the choice in gay and really beautiful colours to be found in all the new fabrics the feeling for black still runs high. Anyway, no properly equipped wardrobe will lack at least one "sable" afternoon and evening creation. Thanks to the prevailing clever, varied and delightful modes, the unusual materials employed and original trimmings, the chances are very remote of a black gown suggesting dowdiness these days. For evening wear there are being worn sheaths of black paillettes, softened by draperies or veilings of tulle, together with quaint little crinoline frocks of taffetas or *satin beauté*, to which a hanging cope-like cape of tulle imparts a wholly fresh and pleasing appearance.

A startling apparition caught my eye the other day wearing a filmy frock of black lace over which was flung a long, loose cloak of black charmeuse, adorned about the neck with white monkey fur quite nine inches deep. The accompanying hat was of black velvet bunched at one side with white velvet grapes. As a semi-magpie scheme this *ensemble* appealed as sensational, though, at the same time, very representative of the trend of La Mode.

A vogue that has caught on quickly is the loose Chinese type of coat effected in velvet. These go with practically any skirt, plain, *plissé* or draped in long lines, while elaborate linings frequently play an important rôle in the connection. These coats, however, require wearing with just the right hat, and finishing touches to bring them out to their best perfection. They are essentially for the *vraie élégante*, one who moves with quiet indolence and grace. The Chinese coat may be counted among the grand styles prevailing and placed in the same category as long draped evening toilettes of brocade, velvet and *crêpe Marocain*.

A propos of linings for coats and cloaks the most sumptuous weaves are being offered in *lamé*, interwoven silk and gold tissues and brocades in which Chinese and old tapestry designs appear together with figures, animals, birds and flowers. They are very magnificent, frequently far more so, in character and colouring, than the exterior of the wrap, which may quite likely be black or some sombre shade of *crêpe Marocain*, velvet or even fine cloth.

L. M. M.



A *CHIC* COAT-FROCK.

This delightful garment is carried out in grey cloth with the new *godet* panels, collar and cuffs of *petit gris*.

SILVER COINS OF OLD ENGLAND

LACQUER FURNITURE—PEARLS OF THE ORIENT

TO all interested in our English coinage of the thirteenth to the seventeenth century Messrs. Sotheby make their first appeal of the season. On October 17th and the following day they dispose of the Raymond Carylon-Britton collection of hammered silver coins, ranging from those of Edward I to examples of Charles II, and including a number which, it is believed, have never before been offered for sale. Some are probably unique and hitherto unknown, others are excessively rare, many are in splendid or pattern condition, and numerous specimens have never been published.

Some rarities are: a groat of Edward I, Group III, *circa* 1280, with a true reverse to its obverse; Roman M groats and a very rare half-groat of Edward III; a very rare London farthing of Richard II; heavy groats of Henry IV and V; and a London penny, probably unique; the annulet-rosette Calais penny, some exceedingly rare London farthings and a Restoration London halfpenny of Henry VI; Edward IV's heavy half-groat of the London mint; the London halfpenny of young Edward V, one of the boys murdered in the Tower, and an almost equally rare half-groat of Richard III, who caused them to be put to death; two groats of Henry VII, one with the mint marks of lis and rose dimidiated; Henry VIII's half-groats with the sunburst mint mark; some fine testoons, a Tournay groat believed to be unique and another described as the finest specimen known; of Edward VI there is the shilling of Durham House mint of the third coinage and another of the fourth, with the pheon mark.

The Stuart coins are very important and include two shillings of James I which are probably unique and a cinquefoil sixpence of 1615, of which only one other specimen is known. Some of the shillings of Charles I are of great rarity, while a penny with the rose mint mark is probably unique and another with the pellet is the finest known. There is a fine series of provincial coinage, including a Hartlebury Castle half-crown and a shilling, probably unique, with a mint mark suggestive of Corfe Castle. There are interesting coins of the Commonwealth period and of the reign of Charles II—the collection provides a wonderful series of portraits of English monarchs.

In the reign of Charles II two methods of decoration were introduced into England. Marquetry in wood was practised in a primitive form in Queen Elizabeth's time. Lacquer decoration was new and the taste for it spread rapidly, and by the time William of Orange landed-lacquering had become a favourite occupation of society ladies. One of the finest examples of red lacquer decoration is in the possession of Mr. Frank Partridge of King Street, St. James's. This cabinet on its silvered stand is of extraordinary beauty, and no words can express the wonderful red of the lacquer ground.

Its folding doors are of this ground, upon which the artist has placed panels suggestive of leaf shapes, filling the larger ones with landscapes, figures, buildings, bridges, boats, trees and plants in a soft blue or green-grey scheme. The smaller panels are filled with formal ornament, having centre fillings of flowers. On the red ground between the panels a fine group of court ladies, glorious sprays of pæonies, red, blue or white, and other flowers, growing from mounds or rocks, the Chinese phœnix and butterflies, outlined in gold, are portrayed with marvellous skill. It is the work of an artist of supreme dexterity of handling—the touch is absolutely certain. The sides of the cabinet are of similar decoration, while the door backs are treated in similar fashion, that on the left having the fine figure of a warrior bearing a lance, accompanied by a boy. On the right a skilfully designed party of ladies is painted. There are ten velvet-lined drawers with mother-o'-pearl handles, the divisions between being lacquered with flower and leaf pattern on a light ground. The drawers are decorated in the same scheme as the doors.



A CHARLES II RED LACQUER CABINET.

Upon the doors is an elaborate lock plate in metal, pierced and chased, with hinges and mounts. The stand is of wood, pierced, carved and silvered, with figures of *putti* supporting a vase of flowers, and flanked by foliated spirals. The supports take the form of male termes ending in scroll legs richly carved, with foliage and scroll feet turning outwards. The chief ornament at the sides is a pierced shell. The cabinet stands 5ft. 8ins. high, 3ft. 8ins. wide, by 1ft. 11ins. deep.

Lovers of pearls will feel more than interest in a magnificent necklace of superbly matched pearls of the finest Orient belonging to Mr. Hurcomb of Calder House, Dover Street, W. Like the great single-row necklace of the British Red Cross sale, 1918, it consists of sixty-three pearls, but it is heavier by seventy-seven grains and is valued at £19,000. It came from anti-Bolshevist sources in Russia, from where precious stones used to be brought, hidden in baked bread, and pearls in bags of flour. A splendid pink diamond, the property of a county family, will be sold by Mr. Hurcomb in the near future.

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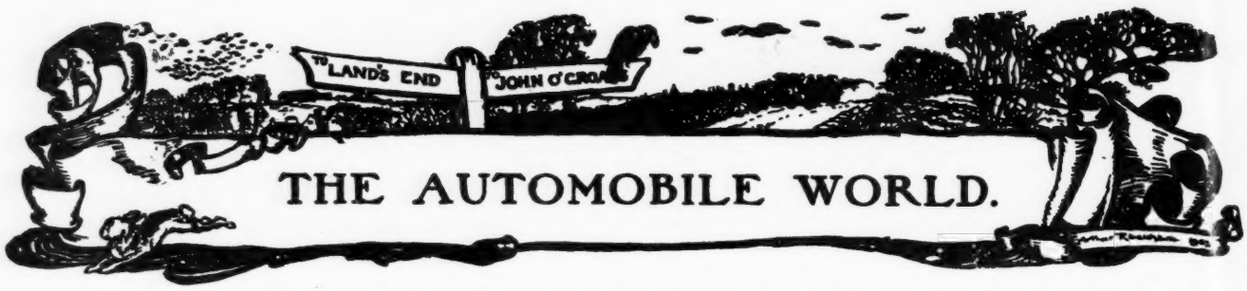
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THE AUTOMOBILE WORLD.

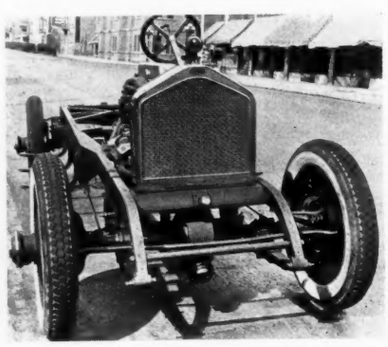
A CAR WITH FRONT WHEEL DRIVE

THE idea of transmitting the engine power to the front wheels of a car instead of to the rear, as in what is practically universal practice, is not by any means new. In fact, it is understood that altogether no fewer than 585 patents exist with this end in view. But it is also a fact that none of these patents has materialised into a really successful commercial and working proposition. Front wheel drive, with many another radical departure from standard automobile practice, is one of those things that have been heard of many times and have on several occasions been revived with a great flourish of trumpets, but have finally subsided into oblivion. An extension of the front wheel drive principle has been developed and applied with commercial as well as mechanical success in the four wheel drive, the F.W.D. being the name of a lorry that did much excellent work in the war and was regularly called upon to take loads where other mechanical transport failed, and regularly met all the demands made upon it.

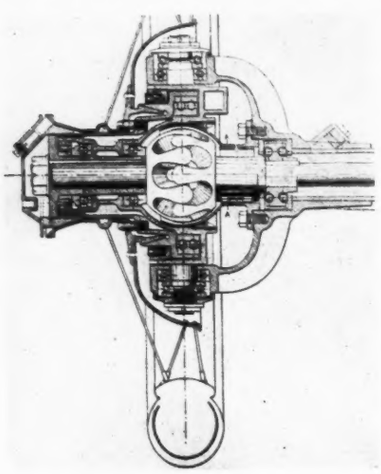
But the latest effort at practical application of the front wheel drive idea seems to avoid many of the faults of its predecessors, and actually to offer many of the undoubted advantages that the front wheel drive is alleged to possess. Summarised briefly, these advantages may be said to consist of remarkable road-holding properties as the first and most important, from which follows as a direct corollary, ease of steering and absence of skidding. In fact, from a practical point of view, absence of skidding is, perhaps, the greatest of front wheel drive assets, and it is undoubtedly a sound asset, which, unlike many others, is beyond the pale of controversy. The reasons are not far to seek, for a front wheel driven car is on much the same footing in this respect as a horse drawn vehicle, or a trailer behind any mechanically propelled vehicle. Should the rear wheels of such a car swing round as, of course, there is always the possibility of their doing on a greasy surface, the side slip may be immediately rectified by correct turning of the steering wheel and by slight acceleration of the engine. It is just the same as the skid that one sometimes sees with a light four wheel horse drawn vehicle. The rear wheels, for instance, get caught in tram lines or other road inequalities and fail to follow the line of the front wheels; but the continued pulling by the horse in the desired direction of travel is effective in getting the rear wheels out of the skid and compelling them to follow the correct line once more.

As is perfectly well known, the only way to check a skid of a car with rear wheel drive is to relieve immediately the drive from the wheels (*e.g.*, by withdrawing the clutch), and then to turn the steering wheels in the same direction as the skid. If any impelling or retarding effect be applied to the rear wheels the skid is merely aggravated. Conversion of the rear wheels into an entirely neutral member allows the driver to overcome the deviation from the desired direction. Obviously, then, if the effect can be accelerated by applying power to the front wheels, the checking of the skid will be very much easier, and this is what is secured with the front wheel drive.

A further claim made is improved fuel consumption, although this is not altogether clear, for it is difficult to see why an engine of given power should require less fuel merely because its effort is transmitted to the front instead of the rear of a car of given weight. Moreover, it is a fact that front wheel drive involves the provision of extra working parts and it is generally taken for granted that any extra working part means a loss in efficiency and consequently an increased fuel consumption for a given amount of work. Also, why the front driven car should show a better tyre mileage is not obvious. But it is a fact that both improved tyre mileage and improved fuel consumption have been practically demonstrated on a car converted from rear wheel to front wheel drive.

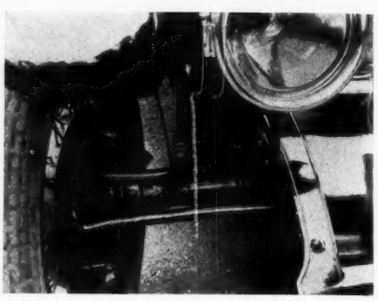


FRONT VIEW OF THE HOSKINS CAR EQUIPPED WITH FRONT WHEEL DRIVE.



THE DETAILS OF THE HOSKINS FRONT WHEEL DRIVE AND JOINT.

Such a car is an old 14.9 h.p. Standard, of which we were recently afforded the very interesting experience of inspecting and testing. Before it was fitted with front wheel drive the maximum speed of this car, we were assured, was 38 m.p.h., while its fuel consumption was 15 m.p.g. By the fitting of the front wheel drive its speed was raised to 50 m.p.h. and its fuel consumption to 18 m.p.g., while there was a considerable saving in tyres. It should be understood that these are claims that we could not actually substantiate for ourselves, for the simple reason that we did not see or try the car when it had rear wheel drive, although it must be added that a speed of 50 m.p.h. seemed a long way beyond the capacity of the car as it was when we saw it. But in justice and extenuation it must also be added that the car is now equipped with a heavy four-seater saloon body and that the engine is obviously in anything but the best of tune.



DETAILS OF THE HOSKINS FRONT WHEEL DRIVE AS FITTED TO A "STANDARD" CAR.

Our experience with the car was, however, adequate to justify the main claims made for it. The car held the road and took corners in a manner that it certainly could not have done if it were equipped with a conventional drive. There was a total absence of rolling on corners and the car rode with uncommon smoothness over very bad surfaces, such as are to be found in any part of the area controlled by the Warwickshire County Council. Several acute corners in narrow lanes were negotiated successfully and with comfort at a speed that would be impossible on any other car not especially designed for high speed corner work. One can imagine a Grand Prix racing car with an expert driver at the wheel putting up a better performance on corners than this old Standard, but the achievement of the Grand Prix car would be due in a large measure to the skill of its driver and to the capacity of the car to withstand great stresses and shocks, whereas, in the case of the Standard, anyone who could drive at all could put up a good performance.

The actual front wheel drive is, in this instance, the patent of Mr. G. J. Hoskins, M.I.M.E., one of whose sons is at present in this country with the car referred to. The drive embodies a differential in the centre of the front axle and thence a pair of axle shafts, a few inches from the extremity of each of which is a special type universal joint. The patent on which this the drive is constructed is entirely limited to construction and positioning of this joint, for besides giving the unique asset of four bearing surfaces in constant contact, the joint is situated in the centre of the vertical axis of each front wheel. Thus the front wheels are centrally pivoted, which, of course, is in itself enough to

ROLLS-ROYCE

The Earl of Rocksavage writes of his Post-War Rolls-Royce:

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April 6th, 1921.

"I have owned and driven four Rolls-Royce cars during the last eight years. **I am convinced that the 1920 Rolls-Royce is unsurpassed for acceleration, springing and smooth running. No car is as reliable; no car gives such silent running** at speeds from 40 to 70 m.p.h.; **no car can stand up to bad continental roads as well as a Rolls-Royce.** The flexibility of the engine makes it a **perfect 'run-about'** for short distances, and the self-starter has never missed functioning. I am convinced that **no other makers have succeeded in turning out a car as perfect** in workmanship, durability and excellence as the Rolls-Royce."

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account for very considerable gain in steering qualities.

To describe this joint very briefly it may be said to consist of two spherical members, each of which has been cut so as to present four nicely rounded arms, the arm of one half of the joint fitting into the corresponding cup of the other and allowing the transmission of power through a very wide angular range. On the Standard car the drive is taken to a three speed gear-box, thence rearwards to a specially constructed secondary box containing a pair of herring-bone gears and thence forward to the front axle. This is mentioned as a mere matter of fact, but it is important to bear in mind that it is not in any way an essential in the application of the principle, and naturally such a clumsy method of returning the power of the gear-box to the front axle under the centre line of the engine crank-shaft would not be adopted in a new car constructed throughout to embody this drive.

As regards the capacity of this car, we have already suggested that our test was somewhat discounted in value by the poor performance of the engine and the obvious overloading of it by the heavy body. Naturally, it would be entirely inaccurate as well as unfair to judge the capabilities of the drive on the performance of this particular car except in such matters as road holding, steering and those aspects of car performance that are not affected by the actual power output of the engine. Speaking quite frankly, we came to the conclusion that the car justified its existence in every matter that we were able to judge on a short test. Petrol consumption, tyre wear and efficiency could only be judged as satisfactory by a comparison of the performances of the car when fitted with its ordinary rear drive and with the new transmission, an opportunity which, of course, was not available. Also, for ourselves, we had no chance of observing the behaviour of the car on greasy roads, but as regards the claims made on this score for the front wheel drive, they are so logical that we regard them as sound. It seemed to us that the general riding of the car was very much improved by the removal of the differential and final drive from the rear to the front. The rear part of the car seemed light, as it actually was, and this impression of lightness was a very definite one left upon our minds after a trip in this heavy underpowered vehicle. It is, therefore, a fairly safe assumption that if a front wheel drive were fitted to a thoroughly high class modern car having ample engine power, the riding qualities of the car, whatever it was, would be very much improved, and however high the power to weight ratio of the car, it would appear very much higher to those riding in it. And it is important to remember that the appearance of high power to weight ratio is often of more immediate significance than its actual possession.



THE "STANDARD" CAR USED FOR DEMONSTRATING THE HOSKINS DRIVE, OUTSIDE SHAKESPEARE HALL, ROWINGTON.

According to tradition, Shakespeare wrote "As You Like It" in the room above the porch.

Air Transport Progress.

THE terrible R38 disaster followed by one or two minor aeroplane accidents might have been expected to harm the cause of commercial aviation, but that this is not the case appears to be proved by the continual increase that is taking place in the number of passengers who are making use of the Cross Channel services. Not so very long ago it appeared that air passages to the Continent would be so expensive as to be beyond the realm of practical politics, and it is comforting to see that a more generous Government attitude is having beneficial results in increasing the use made of aerial transport.

In the Coupe de Meurthe to be flown in France on October 1st the only British entrant is the Napier Gloucester Mars I, the machine that won the Aerial Derby. There were no French competitors in the Aerial Derby, but it is to be hoped that the British machine will put up a good performance on this occasion. Its speed in the Aerial Derby was 163.34 m.p.h., but as a result of modifications that are being made it is confidently anticipated that this figure will be very much improved upon in the Coupe de Meurthe.

A New Air Mail Service.

THE value of air as a means of rapid communication is nowhere more obvious than in undeveloped countries. A new air route has recently been opened across the desert from Palestine to Mesopotamia, and this is to play its part in the establishment of an air mail service which has been authorised between Cairo and Baghdad. This service will be operated by Royal Air Force aeroplanes, and is being undertaken as part of the training programme in the Middle East; it is to run fortnightly from August 1st.

For the present the service will be restricted to the conveyance of official correspondence, and all Government departments concerned have been invited to use it. Outgoing mails will be collected at two centres—London and Cairo. Those from London will be forwarded by the G.P.O. by ordinary transport to Egypt, the bags being handed over at Port Said by the captain of the steamer to a representative of the Royal Air Force. These, together with official despatches gathered together at Cairo, will be forwarded by air from the aerodrome at Heliopolis. The route which will be followed is: Heliopolis—Ramleh, 260 miles; Ramleh—Amman, 65 miles; Amman—Kasr Azrak, 55 miles; Kasr Azrak—Ramadie, 400 miles; Ramadie—Baghdad, 60 miles. The total length of this line is 840 miles.

On arrival at Baghdad the bags will be handed over to postal authorities for distribution. Correspondence from Mesopotamia to England and to Egypt will be handled in a similar manner. It is estimated that a saving of ten to fourteen days will normally be effected by this service, but in the meantime only duplicates of correspondence will be forwarded.

Road Racing in Italy.

THE Italian Grand Prix race of 324 miles, run at Brescia on September 4th in the presence of the King of Italy, was won by Jules Goux on a Ballot at an average speed of 90.4 miles an hour. This event, which was the first to be run in Italy for cars of 3-litre piston displacement, was the occasion of all world's records being broken. In 1914 the world's road record was set at Santa Monica, California, at 84 miles an hour, the engine having about 6-litres piston displacement. At Brescia this was beaten not only by the winner, but by Chassagne, who came in second, and by Wagner, who finished third on a Fiat at an average of 86.1 miles an hour, despite seven tyre changes. The fastest performance of the day was made by P. Bordino with an eight-cylinder 3-litre Fiat with which he established the lap record of 93.4 miles an hour, this being the highest speed ever attained on the road by a 3-litre car. Many of the laps were covered by Bordino's Fiat at more than 93 miles an hour, and his average for the first thirteen laps, or 140 miles, during which he led the entire field, was exactly 93 miles an hour. At exactly half distance, and while still leading, Bordino's Fiat dropped out of the race owing to a broken oil connection. The Italian Grand Prix, which was well organised and attracted immense crowds, was held over a specially prepared course a little more than 10½ miles round. An aeroplane race was held at the same time, the winners in this being Brack-Papa on a Fiat in Class B, and Sadi-Lecointe on a Nieuport in Class A.

For Using Heavy Fuels.

WITH the cheapening of the price of petrol, interest in alternative and cheaper fuels is somewhat declining, but petrol is still far costlier than it ought to be, and any method that enables the utilisation of cheaper fuels still deserves a warm welcome.

The latest apparatus for this purpose to make its appearance is the Hayes Intermixer, which has been submitted for trial to the R.A.C. The instrument is fitted between the petrol carburettor and the induction manifold, and is designed for using petrol and paraffin together by the novel and surely the most satisfactory method of mixing the fuels after they are vaporised. The report of the R.A.C. trial shows that the consumption of both fuels combined was at the rate of 24.67 miles per gallon on a standard Ford car, the proportionate mileage on petrol and paraffin being respectively 71.9 and 37.5. The performance of the car in hill climbing and acceleration was normal.

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4 4



Marcus Aurelius on Insurance

Procrastination

Said Marcus Aurelius of the great Maximus, a Stoic philosopher:—

"He never showed amazement and surprise, and was never in a hurry, and never put off doing a thing, nor was perplexed nor dejected."

It would almost seem as if Maximus were alive to-day and thoroughly protected by Insurance. Otherwise so many things would amaze and surprise him.

"He never put off doing a thing." Too many men of to-day who are wise in other things procrastinate in the matter of covering their interests at all points with correct and adequate Insurance. And to protect one's people, one's self, and one's properties and interests, is a man's first duty.

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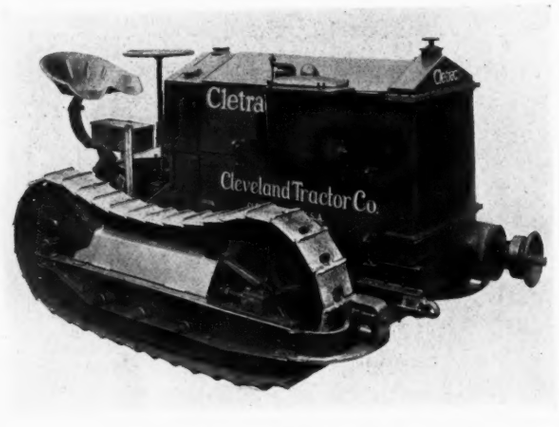
TRACTORS AT THIS WEEK'S TRIALS

I WRITE on the eve of the event which is now becoming recognised as a regular landmark of the agricultural year; a milestone in the path of progress towards perfection of mechanical cultivation. I write with the full programme of the trials at hand, and with a lively anticipation of the interesting work which lies before me, yet, by the time this page is laid before my readers, the 1921 Tractor Trials will have become a matter of history.

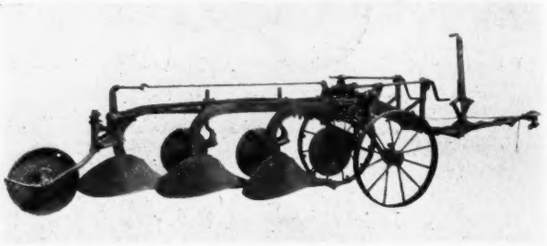
It is unfortunate that I have to record a couple of disappointments—two of the new machines have not arrived, the Hammett and the Cycle being marked down as absentees. This is particularly regrettable, as both the machines are entirely novel and, on paper, are full of promise.

Perhaps the most outstanding machine at this year's trial is the big Case. Not only is it the most powerful— it is a 45 h.p. machine—not only is it the most expensive—it is priced at £1,000—but it is really a fine piece of work throughout, from front to rear and from near side to off. It is well built and also well finished.

The makers have, in this particular model, departed from the practice with which we are already familiar in the 10–18 and 15–27 Case, viz.:—that of making the engine and gear-box cover a single casting, which serves as the frame of the chassis, they have, however, kept the same principle in view in the design of the actual frame, which is built up of steel channels 8ins. deep, stiffened by suitable cross bars and braced by plates of boiler steel. Although the tractor itself is described as 22–40 h.p. according to the American plan, by which we may understand that it affords 40 at the belt and 22 h.p. at the draw-bar, the horse-power developed according to the standard rating adopted for the trials, is actually 45, the four cylinders being 5½ins. diameter and 6¾ins. stroke, while normally the engine runs at 850 revs. per minute. The power unit is similar in general features to those which are used on the smaller tractors. It has overhead valves, and the cylinder head is made easily removable so that access can be had to the inside of the combustion chamber and the tops of the pistons for the occasional cleaning away of carbon deposit.



THE LATEST MODEL CLETRAC.



THE OLIVER PLOUGH, IN WHICH AMPLE PROVISION IS MADE FOR RAPID ADJUSTMENT DURING WORK.

The engine being disposed across the tractor there is no need for bevel or worm gears and the transmission is by spur wheels throughout to the live axle.

Other machines which will no doubt attract particular attention are the Renaults, one of which is a wheel machine, and the other a chain track. In both of them, the familiar Renault practice of mounting the radiator behind the engine is followed. The particular advantage of its construction of course is that the engine is practically accessible when the bonnet is lifted, there being no radiator to remove. CULTOR.

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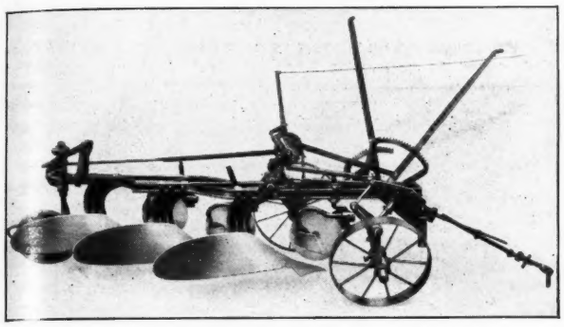
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are world-famed for the hard-wearing qualities of their breasts and shares, their adaptability to varying conditions of land and work, ease of handling and all-round efficiency and reliability. *Write for reduced prices to :*

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alike suggest that those responsible for the cultivation of the nation's land should, this season, thoroughly demonstrate the advantages of SLAG PHOSPHATE, the fertiliser prepared by mixing Nauru phosphate with basic slag.

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TYPE G3 1922

During 1921 the Albert Car has had a most successful season. It has won gold medals and other premier awards in all the reliability trials in which it has taken part.

The 1922 Model Albert (Type G3) is much superior, and has been improved to the highest pitch of light car construction.

Ask at any Albert Agent for particulars of the G3 1922 Albert.

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DRESS DISPLAYS HERALD THE COMING SEASON

SHARP CONTRASTING STYLES IN COATS.

THE importance now attached to dress displays at the leading *couturière* establishments is merely one of the many signs of the large and influential part played by dress and fashion in the social world. The exponents of this supremely artistic industry are also great believers in atmosphere and elect to receive their clients in luxuriously equipped *salons*, the mannequins strolling gracefully round to the strains of soft, seductive music, while in many instances the tedium is relieved by sumptuous teas.

From an early survey of these shows one fact that stands out crystal clear is the stress laid on materials. Whether of wool, silk, satin, velvet or some rich Oriental fabric, the choice and beautiful character of these surpasses anything ever before attempted. Rough-surfaced stuffs, such as perllaine, nap or astrakhan cloth, and soft pile weaves like duvetyn and velours de laine, vie in favour with Venetian and face cloth and wonderful checked fancies, other figured stuffs including a most original stamped duvetyn and brocade velvet. Figured duvetyn is specially lovely and fashions the most covetable dressmaker's jumpers ever beheld, among other things. A jumper in tiger colouring and markings of dark brown and yellow accompanied a coat and skirt of brown velours de laine that was completed by a stole of some weird animal—possibly a wild cat—in the same tiger colouring, twisted round the neck.

Prominent among these representative dress displays was the one held by Hockley, Limited, of Clifford Street, Bond Street, last week. A notable feature here consisted of several exquisite evening creations of black chiffon velvet. One supremely simple in *ligne* carried long trailing sash ends at the back and a magnificent corsage garniture of cut jet and steel, while another displayed loose draperies lined cloth of silver. Very exquisite in character and colouring are the evening *manteaux*. A particularly alluring affair is composed of jade green charmeuse lined grey chiffon, toned to a handsome grey fox collar, a doublure of old gold adding magnificence to a confection of Madonna blue and gold brocade.



TWO PLEASING EXAMPLES OF THE NEW RUSSIAN COATS.

Among the many successful "little" frocks that elicited a general murmur of approval was an originality of leather-coloured Georgette and duvetyn, trimmed tiny hand-made rosettes of ribbon in tone. This gown, with its long waist, cool looking bodice of Georgette, the wide sleeves turned back with deep cuffs of the duvetyn, appealed as most persuasively representative. The trend of taste in these *salons*, however, is emphatically for exceedingly long waists, moderate length skirts, and straight, slim lines, while enchanting girdles play a big rôle in connection with both day and evening dresses and also wraps.

Square plaques in dull silver bas-relief, joined together by silver chains, formed the *pièce de résistance* of a simple, but sensationally *chic* black cloth gown that was worn with a short, full coat, trimmed black caracul. A *recherché* hip length cape, the back of which falls into a long elegant point, is fashioned of black caracul, edged with a deep flounce of pure white ermine stitched with a fringe of tails. A wrap that was worn with a white Marocain frock, the skirt curiously arranged in panels held together by crossway folds that at the hem turned under to form a looped effect, the bodice finished with a heavy pleated girdle of white silk, formed an *ensemble* that suggested the sunny south. Splendour and simplicity are meted out impartially at the house of Hockley.

Apparently there is to be no end of fanciful and contrasting coats, as short and *dégagé* in appearance as the severe tailored varieties are long and shapely. Favours are pretty evenly divided between the Russian and Chinese styles, the latter perhaps lending themselves to a greater variety of expression, some considerable licence also being taken with the title. "On Chinese lines, madam," was the diplomatic answer of an attendant, overheard at another dress display, the coat in question more closely resembling, to my mind, jackets worn by peasants in some of the Balkan States—Czecho-Slovakia, for example—for it was short and pouched at the back and built of navy cloth finely embroidered in dull red, surmounting a long pleated tunic that showed merely a few inches of red under-skirt.

Less adaptable is the Russian blouse type of coat, although a certain amount of licence is taken with that, as is evidenced in the two adjoining pictured models. On the left hand figure there is shown the more correct conventional expression, with side entrance, belt and high collar. This is a design that would work up well in black cord velvet, the collar and cuffs of skunk, beaver or lamb's wool. Or again, in chestnut-coloured perllaine or velours épingle, cuffed and collared with moleskin dyed the same delicate hue, a very smart appearance would be achieved. There is a growing obsession, it may be mentioned *en passant*, for the dyeing of furs, the expensive alike with the obliging bunny and squirrel. "Fur to tone" promises to be one of the modistic catch phrases of the season.

"On Russian lines, madam," exactly describes the companion model, specifically destined to accompany a skirt *en suite*. The front opening is quite wrong, but very pleasing, the wide sleeves imparting a *cachet* that is essentially 1921.

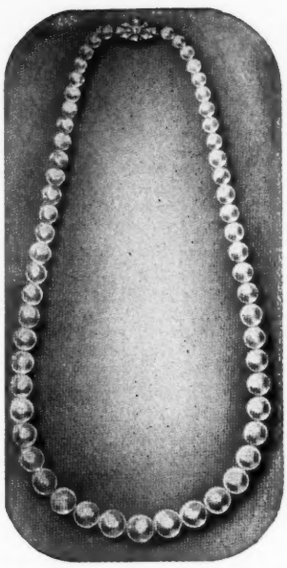
In the cause of the *bouffant* dance dress there has been brought out a novelty lace that is woven or mingled horsehair and thread. A black creation seen made of it carried two vivid coloured embroidered motifs worked in fine wool, the skirt standing out quite unaided in a most impressive fashion; whereas with softer laces and tulles there is no mistaking the presence of the shapely bustle, supported on light wires. Baleine, that first tentative effort, is now a thing of the past.

Sashes, again, both on day and evening gowns, are much in evidence, those for the young girl being frequently tied in a big bow, *bébé* fashion, at the back—a fancy, by the way, that cannot be too speedily adopted on light summer frocks in black *moiré* ribbon, other sashes taking upon themselves the onus of effecting the important side line that is such a feature of the moment. These have loops reaching from the waist to the armpit and ends that trail on the ground. Or, again, one sees tulle and chiffon requisitioned, forming a *bouffant* loop either side, the ends falling below the edge of the skirt,

L. M. M.

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FROM THE EDITOR'S BOOKSHELF

Roving East and Roving West, by E. V. Lucas. (Methuen, 5s.)

THE thing which impressed Mr. Lucas most when he hurried round the world last year was Fujiyama. "When I am asked to name in a word," he says, "the most beautiful thing I saw in my travels I mention Fujiyama instantly." I think it is to Mr. Lucas's credit, as having passed on his impression to at least one reader, that if ever anyone were to ask me to tell them, even in a great many words, what impressed me most in *Roving East and Roving West* I should have to say Fujiyama too. Next to that I should put his account of the three white bearded Indians whom he saw at Delhi dropping eighty feet into a well and extracting two rupees each from him for the exhibition. Thirdly—but this is an impression which refuses to stay in its place and has something to do with the other two—I should mention the many little black headlines which are speckled all over his book and give me an ill founded impression that it must be meant for use in schools. Of course, it makes it easy to put your finger on to the one of Mr. Lucas' notes that you want to re-read, but the effect is not happy. Under the main title "Japan" you get "Introductory," then "The Little Land," "The Rice Fields," "Surface Materialism," "First Glimpses of Fuji," "Two Funerals" and so on. Very handy, but having the effect of a guide-book, which I think is very far from Mr. Lucas's intention. I think that he sets himself to put down the impressions of an intelligent, if hasty, traveller for the benefit of the many intelligent people who will never go round the world at all, and he has done it very well. S.

Some Birds of the Countryside the Art of Nature, by H. J. Massingham. (T. Fisher Unwin, 12s. 6d.)

THIS delightfully written book is the outcome of the personal observation of a true field ornithologist who not only knows how, when, and where to observe wild nature, but one who fully appreciates such unlimited pleasures and privileges, granted to everyone to indulge in, but accepted by the few only. Mr. Massingham keeps his readers fascinated with his charming narratives on the bird life of our country, contained in a series of chapters entitled—"The Coast of South Wales," "The Flats," "A City of Birds," "Gilbert White and Selborne," "Bird-haunted London," "A Dorset Diary," "A Village in Hampshire," "Charles Waterton." In his delightful account of the waders, the most fascinating of all birds, the author aptly remarks, "How little we know of the psychology of bird-life! We know a great deal about the anatomy of birds—the principles of classification and distribution and the rest of it; of their lives or their relation to one another, to nature and to ourselves, we know next to nothing." In Chapter VI, speaking of the destruction of the bullfinch, Mr. Massingham says: "It has always been a pleasure to me that old Bewick defended the bullfinch's 'disbudding' utility. It is usefully busy," he also says, "in destroying the worms that are lodged in the tender buds." This belief is still general, as it is supposed that in winter and very early spring birds only attack buds to feed upon the grub within, which, however, is not the case, as the undeveloped buds contain no insect life whatever, therefore it is the bud itself that is eaten. This volume will be found highly interesting and instructive and cannot fail to give pleasure to all who read it.

T. A. B.: A Memoir of Thomas Allnutt, Second Earl Brassey by Frank Partridge. (John Murray, 16s. net.)

IT is rather doubtful whether "Tab" Brassey, as he always was lovingly called, ever grew up. One says this because to the very day of his death and even in incurring the very accident which was the cause of his death, he acted as a true boy. But it always was the very best kind of boy that he remained. He took all his work as if it were play and all his play as if it were work; and he worked at both like a tiger. He stroked the Balliol Eight. He won the 'Varsity Mile. There was no form of sport that he did not follow later: he was Master of Hounds, deer-stalker, big-game shooter, small-game shooter, and yachtsman, following his more famous father, the first Earl Brassey—"Lord Brassey of the *Sunbeam*" as he has been styled. He, "T. A. B.," the second earl, fought, and had a horse killed under him, in the Boer War. In whatever he did he was indomitable in energy, unfatigable in muscle; and he could not believe that others were not given the same toughness of moral and muscular fibre. That made him a tiring companion. And, perhaps, tact was a virtue that he lacked, for tact, after all, implies compromise, and "T. A. B." was too downright honest for it. He went at things head-down, as a bull charges. And all his aims were good, high, inspired by great purpose and formed for the improvement of all about him, especially all dependent on him. His opportunities were liberal, with his money and other inheritance, and he failed to grasp none of them. The *Naval Annual*, the Naval Volunteers, a large mining interest in Sardinia, the position of a rich man, with a landed interest at home, a property in Canada, a keen zest in Church questions, a love of politics: if these are not enough interests to give a man much chance of doing good, or harm, "T. A. B." could add many to them off his list and still have some over; and every one he engaged in with all his might. His friend, Prebendary Partridge, has brought these characteristics out in this memoir. It needed writing, because the second Lord Brassey's death, very swiftly following his father's, came at a moment when the stage was crowded with incident and only very prominent actors caught the limelight. He was not quite so near the footlights as others: we may take it as rather typical of his whole career that he stood for Parliament several times yet never was elected, but he was very far, on that account, from a failure. Incidentally, he would have loathed Parliament and the compromises it imposes, had he ever got there—except very briefly, as a Peer. He did a vast amount of good work, political, charitable, social, and this book gives a faithful record of it. It brings out the love that all men who knew him felt for him, and the qualities that gained their love. It is a piece of work worth doing and is well done. H. G. H.

Signs and Wonders, by J. D. Beresford. (Golden Cockerel Press.)

A NUMBER of the things in Heaven and earth that are not dreamed of in our everyday philosophy give Mr. Beresford in this book scope for the exercise of those more delicately subtle weapons that every fine craftsman delights to use. He is capable of infusing the quality of eeriness unforgettably even into such a slight, three-page sketch as "The Hidden Beast," as the present writer found when, with its first sentence, the whole brief, uncanny thing came surging back across the mind from the magazine page on which it was originally read a year or two ago. The motive-power of most of these sketches is the same—that vague and maddeningly transitory feeling to which we are all, though in varying degrees, subject; the "sense of immense distances and strange activities beyond the knowledge of common life . . . some old experience newly recognised after long ages of forgetfulness . . . elusive as the thought of a recent dream." The sensitive art with which such experiences are recaptured could not, in most cases, be bettered; we are almost glad of one exception, "Young Strickland's Career," for its comparative crudity shows us how easy it is to fail in this particular form, and heightens our appreciation of success. That appreciation culminates in "The Night of Creation," the longest of Mr. Beresford's signs and wonders. Nothing could be more convincingly "creepy" than the way in which, after a strange night experience shared by a house-party, it is the violent sceptic who succeeds in imposing on the others his common-sense theories concerning the manifestation—and then is himself secretly confounded by a single stubborn piece of evidence overlooked by all but himself. Among the shorter sketches that are a delight for the skill of their telling—and notably for a single, quiet key-sentence in each—may be mentioned "As the Crow Flies," "Reference Wanted!" and "Enlargement." It is a far cry from Mr. Beresford's finest modern novels—books like "An Imperfect Mother" and "The Invisible Event"—to this collection of strange fantasies, haunting half-lights, dim presages. But Mr. Beresford proves himself easily equal to making the best of both worlds.

White Shoulders, by George Kibbe Turner. (Mills and Boon, 8s. 6d.)

MR. GEORGE KIBBE TURNER made some reputation with his first book, "Hagar's Hoard"; this, his second novel, fulfils all the promise of its forerunner. It is a remarkable book from the first page to the last, white-hot with the fire of imagination. It is, in its elements, a sordid story. To a select boarding-house in Carthage, U.S.A., has come a rouged and bedizened woman, the so-called Mrs. Fairborn, with her beautiful daughter, the "White Shoulders" of the title, in search of a wealthy husband for the girl and, incidentally, the salvation of their ruined family. Antagonism is raised, amateur investigations are set on foot, they are found to be in debt to a St. Louis dressmaker for the very garments the girl wears, the poor munitions of their miserable campaign. The impeccable Captain Gordon Gordon, on the verge of publicly announcing his engagement to her, hears the sordid story and throws "White Shoulders" over, and Cole Hawkins, wild, drunken, fierce, but essentially lovable, makes himself her champion. He gives up his wildest ways and takes her tearing round the country in his car, lays himself out to give her a good time and show the world that "White Shoulders" is still beautiful, still desirable for all the Gordon Gordons in America. These two, desperate man and most miserable girl, learn to love; but the scandal attaching to "White Shoulders" goes deeper than credit dress-buying or debatable husband-hunting, and she will not see herself, smirched as she is, as fit to become the wife of the man she loves. Something occurs which turns public opinion of "White Shoulders" from sneering to admiration, and the story ends happily. All through it there is a nobility in "White Shoulders" herself, in Cole Hawkins, in old Judge Dalrymple, who lives at the select boarding-house and sets down the tale as he sees it, which redeems it from any effect of the sordid or melodramatic.

Breaking Covert, by S. P. B. Mais. (Grant Richards, 8s. 6d.)

SINCE it is on the advice of his critics that Mr. Mais has written this, his attempt at a "happy" book, it is fortunate that the book is not such as might cause these same critics to blush for the value of their advice; as it happens, one can well imagine that they will reach the end of *Breaking Covert* feeling well satisfied with themselves. The necessity for making every character in the book happy or so arranging circumstances that his happiness clearly cannot be long delayed involves a strain upon probability which Mr. Mais is often hard put to it to overcome; but that only goes to prove that in writing a "happy" book Mr. Mais has undertaken a task certainly as difficult and perhaps more so than the production of the more sombre kind to which he has accustomed us. At all events, this absence of tribulation enables him to settle down comfortably to the description of two forms of happiness he seems very well qualified to deal with, to wit, Love and the Chase. The book is called "A Romance of the Hunting Field," and from the moment when the three penniless persons with whom the story opens are rescued from a gallant but rather forlorn attempt to live in a caravan by a wealthy *parvenu* for whom they agree to act as tutors in social deportment, the story is devoted solely to the worship of Venus and Diana. The love scenes are delicately done; the exceeding aptness of both the heroine and hero in finding quotations from the poets in which to express their admiration for one another lends novelty to what is at this stage of history a rather old story. Indeed, that exquisite line,

> "When you speak, sweet,
> I'ld have you do it ever"

may be said almost to be the refrain of their love-story. But it is into the hunting scenes that Mr. Mais has put his strength. The first day's sport with the Blankney, the heroic struggles of Phœbe and David in following the beagles, and the very exciting Point-to-Point in which David rides and wins at very short notice are all admirably done. The comments of the misanthropic poet, de Carteret, to whom the pursuit of a wretched hare through mire and meadow, now chilled, now perspiring, often with bursting heart, is illogical and Philistine, only serve to accentuate the joy of those who cheerfully persevere in spite of him. Their spirit, the spirit of the chase, with which logic has nothing whatever to do, Mr. Mais has rendered with great success.

PERSIAN & INDO-PERSIAN MINIATURES

OLD CHELSEA PORCELAIN.

THE art of the writer and illuminator was held in the highest estimation in ancient Persia and continued to be so when, in Europe, printing and engraving enabled copies of books to be multiplied and were rendering obsolete the occupations of the scribe and illuminator. In Persia copies of books were written at a comparatively late date, but few are so fine as those of the early sixteenth century. Wonderful examples of this delightful art appear in the collection of Persian, Indo-Persian and Indian miniatures, manuscripts and works of art that Messrs. Sotheby dispose of on October 24th and the following day. There are some fine Persian miniatures of the fifteenth century, of which two bear the signature of the great master, Ustad Bihzad. One represents with marvellous poetic feeling a garden wherein are exquisitely drawn trees and flowering plants, lovers promenading or sitting on the ground, a mother nursing an infant and girls playing games. The other, a



A SIXTEENTH CENTURY ORIENTAL SCHOOL.

study in the expression of savage force, shows a lion attacking and bearing down an ox, while a pair of jackals are waiting. The Shah Tahmasp School is in evidence in miniatures from a manuscript by Nizami, dated 1579, one series being illustrative of Bahram Gur and his various wives. He apparently spent one day of the week with each in a palace of a different colour—thus he is portrayed with his wife, the daughter of the Emperor of Byzantium, in the brown palace on Thursday, and with his wife, the daughter of the King of the Sunset Land, in the white palace, she pouring out wine for him, on Friday. Where was "The Sunset Land"? Full of exquisite beauty and suggestive of the antique garden carpets is a miniature from the "Five Poems" of Nizami (1575), a pleasaunce of flowers and blossom, cypress and fig tree, wherein the kneeling wine-bearer is filling a cup to the master on his throne. Guests stand or sit in the garden where there are musicians and baskets of fruit. The composition at the top suggests the arch of a prayer carpet with spandrels of fantastically clouded sky. Almost as beautiful are the miniatures and handwriting of "The Rosary of the Pious," by Sultan Muhammad, in 1564, the greatest calligraphist of the sixteenth century. It contains four full-page miniatures and other decorations executed on gold-sprinkled paper of various colours.

To sportsmen the poem on the game of polo, or, as the title is translated, "Ball and Polo Stick," written in 1535 by Ali Ben Almahmud, the astronomer, with floral and animated borders and miniature, should prove of interest. Here, too, is "The Book of the Horse," which deals with the ages and condition of horses, their diseases and remedies, by an Indian expert, who dedicates his work to Shah Jahan, Emperor of India (1627–1659).

The finest Indo-Persian drawings are comprised in the series illustrating the Razam-Namah, the subject being from the Epic of the Kuravas and Pandavas, the great war of ancient India. The Emperor Akbar the Great (1556–1605), by importing artists from Persia and gathering others in India, founded the Akbar or Indo-Persian School. The drawings here show the very beginning of this style. Here is a dramatic representation of the great gamble by which King Yudhishthira lost his wife, brothers, kingdom, possessions and wealth, but more interesting is the illustration of an Oriental school in the open air under a roof supported by posts. Within are a company of boys and the "head master," who explains or corrects exercises. On the outside is another class, one member of which is copying or overlooking another's work, one unfortunate wight is being mercilessly flogged by an assistant, a mother comes to introduce a new boy preceded by a youth bearing an offering to the master, while a merchant weighs out rice (?) to a boy on the right. The fine group of the herdsman watering his cattle in the foreground recalls most vividly some of the field labours illustrated in the English, Flemish or French Books of Hours of the Middle Ages. There are also mediæval stone figures the chief being a sandstone group of two men and a woman which probably formed part of a composition representing one of the former births of the Buddha. The textiles include carpets, a remarkable howdah cover of dark wine colour with a diaper of cones with peacocks and ornament and some fine embroideries.

In the Great Turnstile, Lincoln's Inn Fields, W.C., the cult of English porcelain has a few devotees. At Mr. H. Illsley's one finds some good Sèvres, but the great majority of his ceramics is old English porcelain from practically all the principal centres of production and in the special styles. Here are Worcester, Derby, Spode, Bow Nantgarv and Chelsea. Among the early Chelsea porcelain is a pair of fine figures of a lady and her gallant. She is garbed in a backward flung white cloak lined with blue, under which appears a most delicate pink corsage in harmony with her gown and its exquisite pattern of chrysanthemums painted in gold. Over the pink she wears a long yellow scarf or ribbon with a pendant trinket. Flowers deck her hair and are held in her hand, while a small bouquet rests against the modelled scrolls, lined with gold, of the base. "He" is resplendent in a purple hat and a pink coat painted all over with a gold floral pattern, his knee-breeches have almost the same design as the lady's gown—an exquisite piece of colour down to his lavender shoes. The figures stand 12ins. high.

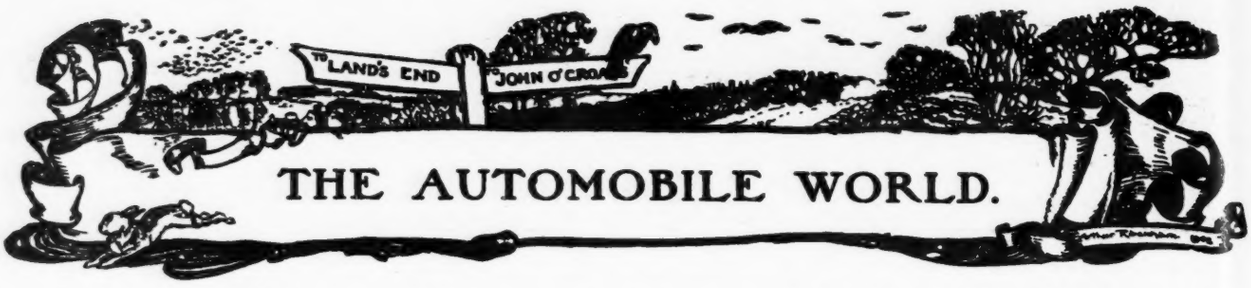
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CAMPING WITH A CAR IN SCOTLAND



Landing from the Loch Long ferry.



Ascending the Devil's Elbow.



At Monemore, Killin.



Breakfast at Loch Creran.



Under Ben Nevis.



A distant view of Ben Nevis.

FOR some while the sound of earnest discussion had been audible from the back, but whether the subject of debate related to the price of this year's clip, the Einstein theory, or to the respective merits of the "Dusty Miller" and the "Silver Doctor," does not really matter. The fact remains that we had arrived at Settle, not because we had any wish to go there, but because those who had the map, and whose duty it was to guide the expedition in the initial stages of its route to Scotland, had allowed their attention to wander from its legitimate course, with the result that we had arrived at Settle. However, we were on holiday; we were entirely self-contained and independent; and, as the driver, who is also the owner and organiser-in-chief, said, it did not really matter whether we had reached Settle or Shepherd's Bush, we could regain the right road to-morrow, the next day, or at some other time. Truly, a delightful state of irresponsibility; but it is just that complete freedom from the fetters of conventional touring which has made motor camping so popular a form of gallivanting during the present season.

Being well off the road by which we had hoped to reach Caledonia, it occurred to us that there were many interesting places in North-East England which we had long wanted to see; for the time being all thought of Scotland vanished, and we were soon examining the extraordinary formations from which Butter Tubs Pass derives its name. We camped for the night at a delightful spot in Swale Dale; and it was not until the third day, after seeing Chester's Bridge, the Roman Wall, the Farne Islands, famous for their sea birds, Bamburgh and Lindisfarne, that we crossed the border at Berwick, and on the fourth day reached Edinburgh.

From Edinburgh we crossed the Forth at Granton, sauntered through Glenshee to Braemar, then on to Ballater, along General Wade's road and through Inverness; and on the next night (the sixth) pitched our tent near the Bridge of Shiel.

This particular camp stands out from all the other positions occupied during the tour; it was delightfully situated; the Five Sisters provided a magnificent background, the River Shiel flowed by the tent opening, and the pitch was knee deep in bracken; but at dusk the familiar "ping" of the mosquito caused some little apprehension, for we remembered another occasion—two years previously, at Loch Laggan—when we were actually obliged to pack up. Mosquitoes are the one thing which can make camp life a misery, and if that be their mission in life, then on this occasion they did their work very well. I have heard it stated that bracken harbours these pests, and it certainly appeared to do so here, for the more we walked about in the hope of finding a clear area, the more mosquitoes we seemed to kick up. No tears were shed when we got away in the morning, but we carried with us visible and painful mementoes of Glen Shiel for many days after. We had no more trouble from mosquitoes throughout the trip, though once, near Dalmellington, we were threatened with an uncomfortable time by "midges," but, acting on the advice of a friendly keeper, we got over the difficulty by lighting a wood fire to windward of the tent and in such a position that its smoke drifted across the tent doorway, and the smoke screen thus set up proved an effective barrage to any insect onslaught.

The road from Glen Shiel round Loch Duich to Dornie is, I think, one of the most appalling roads in Scotland; much of it might easily be mistaken for the dry bed of a river, but the scenery is magnificent and the trip across the Loch Long ferry, where the road terminates, is an interesting experience. The motor-boat ferry, similar to that in use at Ballachulish, has not yet penetrated into the wilder parts of the Highlands, and a barge with planks placed abeam to take the car wheels still does duty. It seemed a hazardous proceeding, but was probably not so dangerous as it looked, and except at low water when the end of the jetty is covered with seaweed, and it is then necessary to put a rope and tackle on the car to prevent it slipping down the little stone pier and into the water, no special precautions seem necessary.



Camp at Rascarrel Bay.



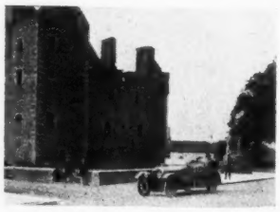
Early morning at Rascarrel.



The Dee at Balmoral.



Camp at Corrybrough.



Kirkcudbright Castle.



At the top of Kirkstone Pass.

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if you join the ranks of the discriminating, and invest in a "WOLSELEY." No other cars offer the same combination of desirable qualities as these three new-style models—the "WOLSELEY" TEN, the "WOLSELEY" FIFTEEN, and the "WOLSELEY" TWENTY.

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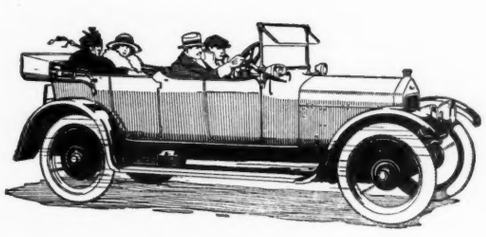
Secondly: The well-known "Wolseley" reliability guarantees long-wearing qualities and low cost of upkeep.

Thirdly: Their exceptional performances, either on hills or on the level, are achieved on an extremely moderate fuel consumption.

The way in which they meet the present need for economy, without sacrifice of quality, is evidenced by the ever-increasing demand.

"WOLSELEY"

Ask us for the name of your Local "Wolseley" Agent, who will be pleased to arrange a trial run.

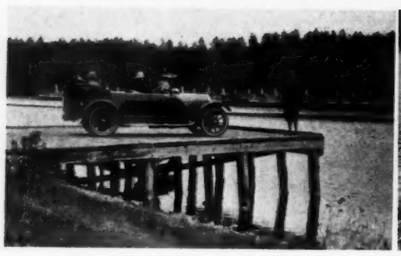


Catalogue No. 15, post free on request.

WOLSELEY MOTORS LTD.
(Proprietors, VICKERS LIMITED),
Adderley Park, BIRMINGHAM.

LONDON DEPOT: Petty France, Buckingham Gate, Westminster, S.W. 1.

INDIAN DEPOT: Sandhurst Bridge Road, Bombay.



By the Caledonian Canal.



A good Argyllshire catch.



At Carbridge, near Grantown.

We intended going across from the Kyle of Lochalsh to Skye, but the following day was Sunday, when the ferry does not run, and as we could not spare the time to wait until Monday, we returned across Airdferry, and along the road by which we had come as far as Fort Augustus, then by the Caledonian Canal to Fort William, and across Loch Leven at Ballachulish.

From Ballachulish we made a deviation of 30 miles to camp at a delightful spot on Loch Creran, of which we had affectionate memories of a two days' sojourn some years previously.

On the following morning we retraced the 30 miles to Ballachulish, and sauntered up through the Pass of Glencoe, which includes some of the most impressive scenery in Scotland. Under a dull sky the mountains on both sides of the glen are dark and forbidding and one shudders to think how well the surroundings must have lent themselves to the staging of a tragedy such as that for which the pass is chiefly remembered.

We stayed the night (the tenth) a few miles out of Killin, on the following day bade "Good-bye" to the Highlands and afterwards spent three days wandering through the South-Western Counties, getting as far west as Port Logan, which at one time provided the shortest route to Ireland, though with the advent of the railway its place was apparently taken by Stranraer, and Port Logan seems now to be chiefly remarkable for its sea fish pond, where one may have the unusual experience of feeding and actually stroking tame codfish.

Rascarrel Bay, near Auchencairn, provided an excellent camping site, and was our last stopping place before crossing the border, by way of Gretna Green, and so on to the Great North Road, the South, and home.

Our tour extended over sixteen days, during which time we covered 1,346.8 miles by the speedometer—an average of 84.2 miles per day. The greatest distance covered in one day was 145 miles, and the shortest distance 34 miles. During the whole of our journey we had nothing but praise for our gallant "Fifteen." It stood out wet or fine, and the engine neither required nor received adjustment of any kind whatever; and in spite of the fact that, loaded, the car "tipped the beam" at 35½cwt. on the weighbridge at Granton, we had but two punctures, both of which were due to someone's criminal negligence in dropping nails on the highway: which seems a tribute to present-day tyre manufacture, bearing in mind the heavy load and the appalling state of some of the roads in the "Far North."

Since the days when one who has attempted camping in many ways, as a lad—I won't say how long ago—towed out of Rye Harbour and along the eastern Rother a whaler almost as ancient as its port of registry, camp equipment has progressed, and the advent of the motor car has worked a revolution in transport. In the old days to move a camp half a dozen miles by water was a laborious process; to-day a hundred miles can be accomplished with ease. One of the most remarkable things to become apparent during this last tour in Scotland was the sudden and enormous increase in the numbers of campers. Last year a motor camp was looked upon with astonishment; this year the camper is a ubiquitous feature of the countryside, and the fact that, to many, camping is a new experience was probably responsible for the curious positions which appeared to have been deliberately selected by some parties—often composed of both sexes. In one instance, a tent with a motor-cycle combination was actually pitched on a village green.

One has read a good deal in the Press recently regarding the inhospitable treatment meted out to would-be campers by farmers and others in the occupation of land. From my own experience I can only say that we have never received anything but the utmost kindness and consideration; and the attitude of those with whom we have come in contact has in no small degree added to the pleasure of these delightful trips; nor are Scotch farmers the dour people they are sometimes reputed to be. In fact, to any camper who essays a tour similar to that outlined I cannot do better than to repeat the words of the Lammermuir shepherd, who entertained us in Lauderdale: "Eh, *mon*, ye'll hae a *terrible* fine trip."

A. J. SYMONDS.

(*The equipment used and the manner in which it was carried on the car during the above tour, were described in* COUNTRY LIFE *for July 30th, 1921.*)

NEWS OF THE WEEK

THE MAKING OF ROADS.

AT the present time, when the making and repairing of roads is so much in the public eye in connection with the finding of useful work for the unemployed, it is necessary that everyone concerned should have the fullest information on the subject. For that reason alone the handbook on Modern Road Construction issued by Messrs. Shell-Mex, Limited, should be in the hands of everyone who has even the slightest influence in connection with work of this character. It deals principally with the use of Mexphalte, which is a pure bitumen manufactured under the strictest supervision; but Mr. J. S. Killick, M.I.C.E., also contributes some specifications and notes on road construction, illustrated with a large number of photographs, beautifully reproduced, showing roads in process of being treated with Mexphalte and when finished. There is also a section containing lectures given before the Institution of Municipal and County Engineers in June last by Mr. T. M. McKenzie, Mr. J. Kewley, G. S. Hay and other well known experts.

HIGH SPEEDS ON THE ROAD.

IT is not giving away any secrets or encouraging breaches of the law to say that every motorist who uses the roads to-day, frequently and, indeed, habitually breaks the law by exceeding the speed limit. The speed limit of 20 m.p.h. is, indeed, more honoured in the breach than in the observance, and it may almost be regarded as a dead letter. But exceeding the speed limit and publishing accounts of one's achievements are two very different things, and it is with real regret that we notice in some of our contemporaries particulars of high speed runs on the road. There is reasonable hope that early next year the whole question of the speed limit and the regulation of mechanically propelled traffic will come in for fresh legislation; but there is still in the House of Commons a very strong interest vigorously opposed to progress in this direction. Probably the majority of members take a reasonable view of the speed limit and realise that it should be abolished in theory as it is already in practice, but among the opponents to any change are to be numbered some of the noisiest members of the House, and noise in the House of Commons has proved itself time and time again a far more effective weapon than merely logical arguments. Therefore whatever speed achievements may be accomplished it is the height of folly to allow them to get into print.

The suggestions at present in the air are that either the speed limit should be raised, say, to 30 m.p.h. or that it should be abolished altogether, and that the police should be reliant on a dangerous driving clause which would be retained for the protection of the public. For ourselves we are entirely opposed to the total abolition of the speed limit for the following reasons: As the law stands, and as it is likely to stand even after reform, conviction under a dangerous driving prosecution may be secured on the evidence of a single policeman. If the law could be so modified that the evidence of independent witnesses were necessary for a conviction under the dangerous driving clause, then we should advocate total abolition of the speed limit. Failing this proviso, it seems to us that the dangerous driving clause with the power that it gives to the individual constable is likely to develop into a very serious thing for every motorist. Deprived of even the possibility of a speed limit prosecution, the police would naturally concentrate more vigorously on dangerous driving, and many of us know from experience how very erratic and prejudiced the evidence of the police can be in a court of law.

THE MOTOR BOAT SHOW.

AN aspect of this year's Show that has at present received but little publicity is the fact that it will also incorporate a Marine Section. The merging of the Marine Show into the Motor Show should re-act to the benefit of both, and the fact that the Marine Show is being held at the end of the year instead of at the beginning as was the case last year, should improve its business prospects very considerably.

There are, of course, two parts to the Motor Show, one at Olympia and the other at the White City as last year, and the Marine Section will be held in the latter building.

With the coming of fair but fickle Autumn

In Autumn the motorist's fancy turns to thoughts of—a "closed" car. Once more he has to exercise that subtle faculty known to mortals as *discrimination.*

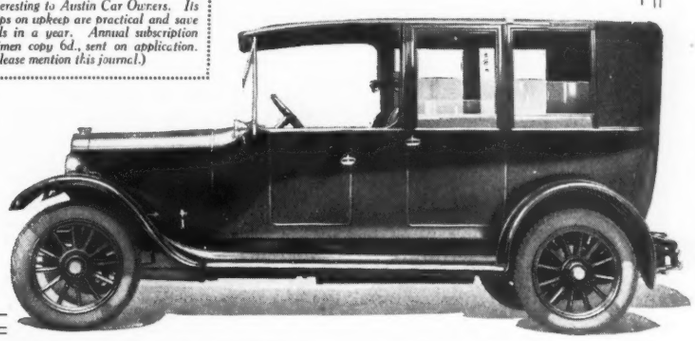
By what can his choice be influenced? A car's reputation?—The Austin Twenty is THE CAR THE WORLD WANTS. Engine-efficiency?—The Austin Twenty is making history at Brooklands on this score. Price?—The Austin Twenty Marlborough Landaulet Model costs £950.

Before you decide on your next car, call on the nearest Austin Distributor.

THE AUSTIN MOTOR CO., LTD.
HEAD OFFICE: NORTHFIELD, BIRMINGHAM.
LONDON: 479-483, OXFORD ST., W.1 | And at BRUSSELS
MANCHESTER - 139, DEANSGATE | and LIANCOURT.

"THE ADVOCATE" is a little journal specially interesting to Austin Car Owners. Its hints and tips on upkeep are practical and save many pounds in a year. Annual subscription 5/-. Specimen copy 6d., sent on application. (Please mention this journal.)

The Austin Twenty



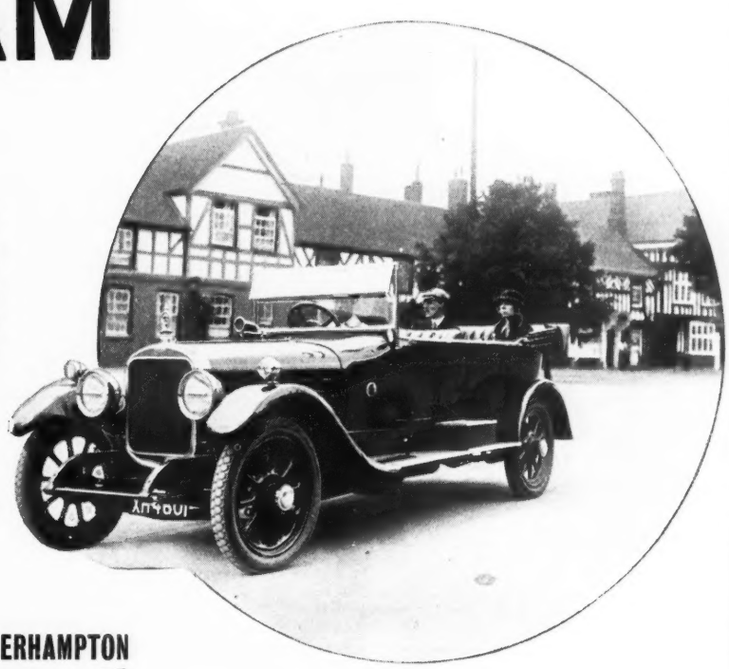
THE SUPREME

SUNBEAM

A Sunbeam Owner's Opinion

"I have just recently completed a long tour in England of about 1030 miles in the 24 h.p. Sunbeam. . . . I think I should tell you how extremely satisfactory was the running of the car. . . . During the whole of the tour it was never necessary for me to open the tool box. It was not necessary to clean a sparking plug, tighten a bolt or nut, or even pump a tyre. The car had only to be filled each day with a certain quantity of oil, water and petrol. I think this is the strongest testimonial I could give of the excellent attributes of the car, which at times was driven fairly fast."—

J. H. W. . . ., 12.8.21



ANOTHER SUNBEAM TRIUMPH!
Shelsley Walsh Record Broken

Mr. C. A. BIRD, driving a 6 cyl. Sunbeam, succeeded in eclipsing all previous records for this celebrated hill climb, making the ascent on September 10th, 1921, in 52-1/5 seconds.

THE SUNBEAM MOTOR CAR CO., Ltd., WOLVERHAMPTON

LONDON SHOWROOMS - - 12, PRINCES ST., HANOVER SQ., W.1
MANCHESTER SHOWROOMS - - - - - 106, DEANSGATE
Southern Service and Repair Works - - 177, The Vale, Acton, London, W.3
EXPORT DEPT. - - 12, PRINCES ST., HANOVER SQ., LONDON, W.1

SUNBEAM-COATALEN AIRCRAFT ENGINES 100-900 h.p.

THE TRACTOR TRIALS

THIS year's Tractor Trials appear to have given general satisfaction to all concerned. The entrants—who took part, as all are aware, with a considerable amount of hesitation, mainly because they feared that little good purpose would be served at the present time by a demonstration of this kind, owing to the somewhat uncertain condition of trade generally—arrived at the end of the week in a far different state of mind, and have even gone so far, in a good many cases, as to ask where the next Trials are to be held. The farmers have signified their approval not only by word of mouth, but by the actual placing of orders. The ordinary spectator, of whom there was a considerable attendance, has been greatly interested in all the different operations of the different tractors.

Although the actual opening day was Tuesday, September 20th, really the machines were under observation from the morning of Saturday the 17th, when they were, in turn, weighed, inspected and passed through a test which was devised to demonstrate their maximum drawbar pull. For this purpose the Dynamometer, which was invented by Mr. Watson, and to which I have already referred, was employed. Each tractor was hitched, through the dynamometer, to one or two heavy tractors, which it had to draw across a field. Operators on the trailing tractors applied the brakes as was necessary until, in the first place, the tractor under test was held up. The figure shown by the dynamometer when this result was achieved demonstrated the maximum pull of which the tractor was capable on land of that kind. Subsequently, the brakes on the trailing tractors were relieved to such an extent that the machine under test was able to proceed at a steady ploughing speed, while at the same time exerting itself to the utmost. A figure for the pull then being exerted was also registered by the dynamometer. The figures thus obtained are given in the accompanying table for the tractors named. They are, in column A, the maximum pull of which the tractor was capable under the conditions enumerated. B, the sustained pull at ploughing speed. Both of these results are given in pounds. Column C shows the drawbar horse-power as shown by the test.

The last-named figure is obtained as the result of a calculation involving the actual sustained pull at ploughing speed and the speed at which the tractor was travelling at the time the record was obtained. It is important to note this, as otherwise the results are rather confusing. For example, a tractor which gives a sustained pull of comparatively small magnitude, but is nevertheless able to maintain it at a good speed, would give quite a respectable figure for its drawbar horse-power, whereas, on the other hand, a machine which would give a high sustained pull could still be travelling so slowly that the horse-power would be much less than in the case of the first mentioned machine. I drew attention to this in a recent article in which I referred to the possibility of constructing a tractor with a small engine, but nevertheless capable of a high drawbar pull. Reference to the table will perhaps help to make this matter clear. The figures for the 22–40 Case



THE "PARRETT" TRACTOR ON ITS SIX HOURS' PLOUGHING TEST.

and the Cletrac, are of especial interest in this regard. It will be noticed that the horse-power of the two machines differ but slightly, that of the one being 18.8 and of the other being 18. Yet the sustained pull of the first is 4,080lb., and of the second but 2,650lb. The explanation is, that the Cletrac must have been capable of exerting its pull at a speed 75 per cent. greater than the other. Another point of interest arises from this result, however, one which concerns the reader of these notes more than the other, and that is, while the engine of the Case is, according to the official designation adopted for the purpose of the Trials, capable of 45 h.p., the other is only

The Stanley STEAM CAR

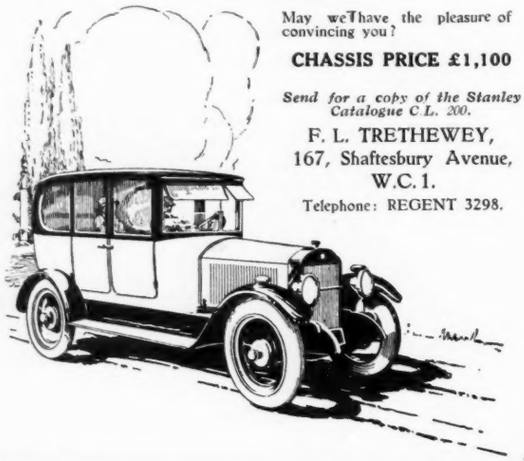
PREJUDICE—and THE STANLEY STEAM CAR

The greatest enemy the Stanley Steam Car has to fight is prejudice.

To this day we are asked such questions as:
"Doesn't it take about half-an-hour to get the water boiling?" or
"Doesn't it require a good deal of mechanical skill and knowledge to keep them well tuned?"

Wherever possible we first show the inside mechanism of a Stanley to those seekers after knowledge, and then take them for a trial run. The effect in every case has been to make them Stanley Steam Car enthusiasts.

We were told recently:
"The Stanley is altogether too good to compare with any petrol car on the market. One can only contrast it . . ."



May we have the pleasure of convincing you?

CHASSIS PRICE £1,100

Send for a copy of the Stanley Catalogue C.L. 200.

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Telephone: REGENT 3298.



The Brilliancy of a Diamond

is obtained by the cutting and *polishing* of the original stone; and the perfection to which this art of polishing has reached is due to many years of scientific experiment. So, too, with Nugget Boot Polish which gives that fascinating brilliancy to smart footwear. Many years of investigation have resulted in a polish which not only gives a lustrous, lasting shine but also preserves and softens the leather.

"NUGGET" BOOT POLISH

'NUGGET' is made in four different colours: Black, Brown, Dark Brown and Toney Red. 4d. and 6d. per tin.

THE 'NUGGET' OUTFIT. EVERY household should have the 'Nugget' polishing outfit. Sold everywhere in metal case, 2/6 EACH.

No. 803 C.P.H.

Appreciation!

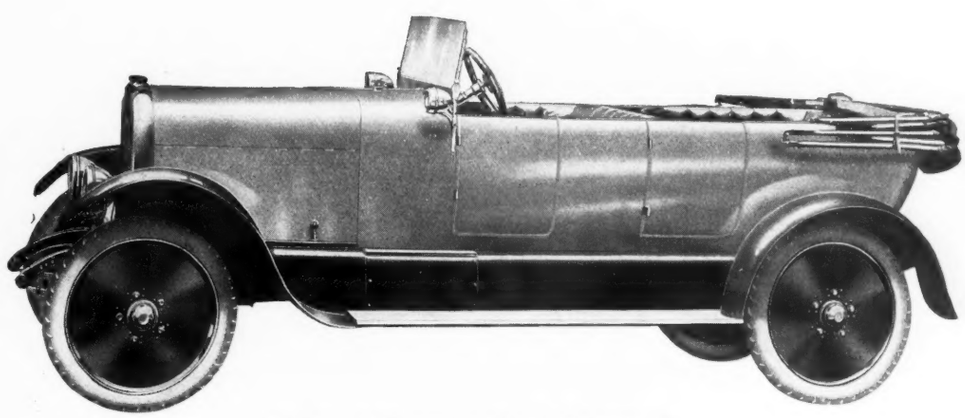
OF THE Cubitt CAR

Writing to *The Autocar* on August 4th, **Mr. S. F. Edge** says:

£442
COMPLETE

"THE WORLD'S BEST CAR"

. . . "If money considerations were quite disregarded, the Rolls-Royce does more things nicely from an automobile point of view than any other Car. If one merely sought value for money, I should think the **CUBITT** is the British Car that comes nearest to this point." . . .



"The right car at the right price."

BRIEF SPECIFICATION

Engine: Four-cylinder, 80 by 140 mm. four-speed, gate change and reverse; overhead worm-driven back axle; wheelbase, 10ft. 6in.; road clearance, 10½in.; 815 by 105 Beldam rubber non-skid tyres; four-seater touring body, painted grey; windscreen, one-man hood, five wheels, four tyres, electric lighting and starting set, complete equipment of accessories.

CUBITTS' ENGINEERING CO., LTD.

Showrooms - **56, CONDUIT STREET, LONDON, W.1.**
Service Station - **258, GRAY'S INN ROAD, LONDON, W.C.**
Factory - - - - - **AYLESBURY, ENGLAND**

J.C.F.

22.8 h.p. This means to say that the efficiency of the Cletrac must be much higher than the other, and it certainly goes to show that there is nothing in the statement which is sometimes made, with regard to a "caterpillar" type machine, that the track absorbs power. Rather would it appear that the chain track takes less power than the wheel.

Readers who have by them a copy of the 1919 report will observe that the results this year compare very closely with those of the first Trials. It should be pointed out, however, that whereas in 1919 the drawbar tests were carried out on fairly heavy clay loam which was damp and in such a condition that it was possible for the spuds or strakes on the tractor wheels to penetrate to a good depth and thus obtain almost



THE "SAUNDERSON UNIVERSAL" AT WORK AT SHREWSBURY.

the maximum of adhesion, this year the ground was dry and hard, so that in many cases the spuds hardly penetrated at all, and none did so to the full extent.

Before leaving this particular matter I should like to explain why it is that the drawbar horse-power as shown by these tests is so much less than that at which the tractors are rated in the makers' catalogues. The fact is that much of the engine horse-power is absorbed in propelling the tractor itself along the ground, so that only from one-half to two-thirds, as a rule, is available for the traction of the ploughs. It is for this reason that it is so important to obtain the actual figures for drawbar horse-power.

The real ploughing started on the Tuesday. Most of the land was clay loam, of medium consistency, and, had the soil been moist, there would have been little difference as between any two of the fields. Actually, owing to the drought, there was a vast difference in the tractive effort required in the clover lea fields and the stubbles. The leas were so hard that special ploughs had to be obtained in order to carry out the preliminary marking for the plots and even so, the "rigs," or "cops," as they call them in Shropshire, were not more than a couple of inches deep. The difficulty of the test which was set the tractors can therefore be imagined. When I add that in every case the ploughing had to be done up and down a considerable gradient the effectiveness of the test is even more apparent.

The first day's trials were mainly on the clover lea fields. They had to be ploughed to a depth of from 5ins. to 6ins. The work was done excellently, and was a credit to both the tractors and implements. Seven of the tractors were, on that day, put through their continuous dynamometer test, namely, the two Austins, the Case 10–18, the Cletrac, Fordson, International Junior and the Fowler.

CULTOR.

	A.	B.	C.
Austin (petrol)	2,000 ..	1,820 ..	11.4
Austin (paraffin) ..	1,920 ..	1,700 ..	10.6
Blackstone	4,060 ..	3,470 ..	13.2
Case (10–18)	2,090 ..	1,710 ..	8.4
Case (15–27)	3,660 ..	2,680 ..	13.6
Case (22–40)	5,080 ..	4,080 ..	18.8
Cletrac	2,940 ..	2,650 ..	18.0
Fiat	3,500 ..	3,000 ..	15.3
Fordson	1,440 ..	1,235 ..	6.5
Glasgow	2,900 ..	2,450 ..	12.3
Hart Parr (30)	3,110 ..	1,725 ..	9.5
Hart Parr (20)	2,150 ..	1,730 ..	7.92
International Junior ..	2,200 ..	1,700 ..	7.4
Lauson	3,160 ..	2,400 ..	10.3
Parrett	3,480 ..	3,140 ..	12.8
Peterbro	3,950 ..	3,300 ..	15.7
Renault (wheel) ..	2,400 ..	2,040 ..	9.3
Renault (track)	4,840 ..	3,620 ..	14.3
Samson	1,820 ..	1,500 ..	5.9
Saunderson	3,080 ..	1,930 ..	7.9
Service	480 ..	410 ..	0.75
Titan	3,430 ..	2,760 ..	13.1
Twin City	3,000 ..	2,470 ..	13.1
Avance	2,700 ..	2,450 ..	6.4
Fowler	2,040 ..	1,690 ..	6.4

"Press a button and speak!"

Remarkable Car Telephone, without mouthpiece, will replace *practically all* speaking tubes at November Exhibition.

Royalty Adopts It.

ALL up-to-date offices, hotels and houses have long since abolished the speaking tube in favour of the telephone as a means of communication. So it is not altogether surprising to find the movement spreading to the automobile world, where, in some closed cars this relic still lingers. All owners of closed cars know the inefficiency of the speaking tube, its insanitary mouthpiece and cumbersome construction, which is marring the appearance of many beautiful limousines. The bulb and tube are objects that do not happily conform with modern coachbuilding tendencies. They do not blend with the harmonious lines which mark a well designed car interior. Yet they cannot, unfortunately, be hidden. But here is the latest method of closed car communication—the Motor Dictograph Telephone.

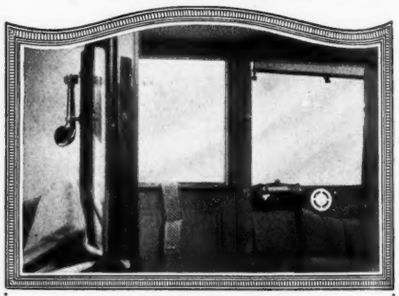
You can talk by your Motor Dictograph to the chauffeur from inside your closed car without using a mouthpiece or speaking tube. Just press a button and speak in ordinary tones, and be heard quite plainly above the surrounding traffic. Instead of breathing into an insanitary mouthpiece, you just talk *towards* the disc at a distance of about 15 inches, the chauffeur hearing your message distinctly and clearly spoken. Think how much more comfortable! All that is visible inside the car is a silvered disc about 4 inches in diameter "let in" the upholstery, and two push buttons, neat and unobtrusive. One of these buttons operates a buzzer to attract the chauffeur's attention, and the other (nearest the speaker) is pressed while speaking. When the button is released this cuts out your conversation with him, so there is no possibility of his hearing private conversation inside the car. This pattern Motor Dictograph (with the silvered face plate) is known as type "A" and should be specified when your new car is being built, as it is set in the coachwork. Another way it can be used however, in any closed car, is to fit the disc in one of the vanity cases in place of the usual clock. Complete vanity cases in satinwood, rosewood and other finishes are, of course, supplied complete.

From WILLYS OVERLAND—F. W. Libby (Chairman).

"We have used the Motor Dictograph on our Willys Knight closed cars for several years past. We and our customers find it very satisfactory. I have used it personally on my car in London for the last two years and find it most convenient. Its simplicity and reliability make it, I consider, the best means of communication between passenger and chauffeur that I know of."

Type "B" Motor Dictograph is designed specially for cars already fitted with the speaking tube or other forms of communication. In an hour or so, at any garage, you can replace them without cutting the upholstery or woodwork in any way. It consists of a small mahogany case about 5½ inches wide and an inch thick. This case contains the transmitter, buzzer and push buttons, and is simply screwed against the side of the car.

The Motor Dictograph is as simple in construction as in operation. Power is derived from two dry cells of three volts and there are no complicated or delicate parts to get out of order. The Loud Speaker and Horn can be had either in black gunmetal finish, brass or nickel and can be turned in any direction (also inverted for Cabriolets). If you have a closed car or are about to specify one, ask your dealer to show you the Motor Dictograph —which the Motor Press describes as "the only really satisfactory means of communication with the chauffeur, in existence."



Type "A" installed.

Recently adopted by T.R.H. The Prince of Wales and the Duke of York, the King of Denmark, Sir Alfred Mond, Sir Glyn West (Chairman, Armstrong Siddeley), Viscount Northcliffe, the French President, Sir John Harrington, W. Letts (Managing Director, Crossley Motors, Ltd.) and many other closed car owners.

Fitted extensively by Barker, Hooper, Windover, Mulliner, Cunard, and all other leading coachbuilders.



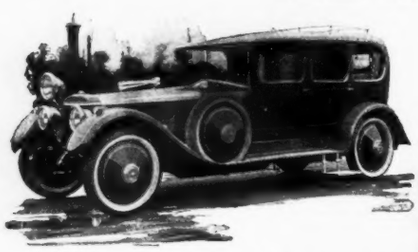
Type B.



Type A, in vanity case.

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"The favourite 12 h.p. four-cylinder Rover has long been an excellent and typical example of British automobile design, and few cars have contrived to ensconce themselves so tightly in the hearts of representative motorists. The reason, of course, is that this car is a delightfully happy medium, being extremely quiet and smooth running, and with a good modicum of speed on occasion, but at the same time being small enough to be light on petrol, and light enough to be economical in tyres. The Rover people have always paid close attention to the requirements of the man who is not too wealthy, but is, at same time, none the less a connoisseur."
"The Tatler"

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REVISED PRICES:

12 H.P. 2-SEATER - -	£625
12 H.P. 4-SEATER - -	£650
12 H.P. COUPÉ - - -	£750
8 H.P. 2-SEATER - - -	250 Gns.

For Complete Specification write:
THE ROVER COMPANY, LIMITED, COVENTRY
and at 59a, New Oxford St., London, W.C. 1. Lord Edward St., Dublin.
Agents Everywhere

St. James's 44.



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How about your brakes?

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Yours faithfully, (*Signed*) J. Francis Pridie.

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THE TREND OF STYLE IN DANCE DRESSES

RIVALRY BETWEEN SLIM HIPS AND DRAPERIES AND SOME CLEVER [COMPROMISES.

THOUGH dancing, like gorse and kisses, is always with us, there is nevertheless a close season in town which has now been broken with every promise of a lively time. *Thés dansants, diners dansants* and *soupers dansants* all suffice to keep the terpsichorean ball rolling merrily from midday to midnight. And a very slight experience of the various dress displays serves to emphasise the position held by the evening toilette in its every guise at these establishments.

In dance dresses the choice in styles and expressions is illimitable, ranging from sheath-fitting frocks of black, sphinx and bronze sequins, girdled low about the hips with sashes of tulle or ribbon, to crinoline frocks, set out over the hips by bustles, these last allied to severe, snug-fitting bodices that finish at a normal waistline. The tentative moment has passed entirely away where these picturesque gowns are concerned, together with such slight sustaining accessories as *baleine* or muslin frills, the farthingale effect being now achieved by the bustle *pur et simple*, a shaped, curved contraption that can be absolutely relied upon neither to let the skirt nor its wearer down. If we elect to wear hips obvious and unabashed, we may as well ensure their being even, since a lopsided appearance is as ugly as it is ludicrous. The crinoline frock, however, is not for everybody; it requires, moreover, to be lived up to, in such little details as the small fan, hair dressed high rather than low, and should, of course, be worn with flat-heeled shoes. The latter, by the way, it is rumoured, are coming along quickly, mainly in sandal guise, which is rather a bolt from the blue after the extremely high heels that have been and are being worn.

So far, the much talked of long sleeves have not materialised with dance dresses, a fact that is to be regretted, since in an airy transparency arranged to effect floating, wing-like draperies they impart as nothing else the dainty touch of femininity that is always so bewitching and alluring. However, the terpsichorean enthusiast continues to prefer long, bare arms, which she elects now to adorn with multitudinous bangles. Gloves are still taboo, not only on the score of cost, but because the bared arm is liked. Nor has there, so far, been much response to the attempt to bring in bodices cut high to the throat in front and sloping off almost to the waist at the back, or *vice versa*, although there are many attractive models showing after this manner, and they are quite extraordinarily pleasing in tulle or very filmy lace.

Most persuasive is the fancy for running frills up and down a slightly fulled skirt, this representing one of several clever compromises between the slim and *bouffant* styles. You have the idea charmingly portrayed in the accompanying sketch. This model is splendidly representative of what is being worn, and is carried out in filmy black lace and black chiffon velvet for the side draperies and little nothingless corsage, a handsome fringe of black silk and jet hanging down to below the hem of the *jupe* either side. It has a "hippy" appearance without being aggressively crinoline and is a model that would be equally seductive effected in ivory lace and rose pink taffetas, with a silver bugle fringe, or entirely in lavender Georgette with a faille bodice.

Almost ankle length is the decreed rule for dance skirts, and in some instances the ankles are covered, usually by lace or a transparency that falls several inches longer than the satin or silk foundation. An attempt is also being made to bring in the trouser underskirt, and there is no disputing that this goes very well with certain clinging, classical creations of an Eastern and rather barbaric character. The bifurcated appearance is not too obvious, and the trouser underdress is said to be exceedingly comfortable to wear and dance in, so doubtless the vogue will materialise. For the hard little dance frock, always such a stand-by to the girl who goes out much, the new brocades are ideal. They are boldly patterned at sparse intervals, and fashion with equal success the straight chemise gown enhanced by sash, smart plaque girdle or side *bouffants* of tulle, or the crinoline frock; while another arresting novelty is velvet brocade ninon, a fabric that looks especially effective in such vivid tones as flame, lacquer red, that new cold pink and lily of the valley green. There is no attempt to render these up in other than long, clinging draperies, with a waist anywhere between the normal and the hips.

L. M. M.



A COMPROMISE BETWEEN THE SLIM AND *BOUFFANT* STYLES. This chic little dance dress is fashioned of filmy black lace with draperies of black chiffon velvet and a long silk and jet tassel hanging down either side.

THE CHARM OF OLD ENGLISH FURNITURE

A NELSON RELIC. BOOKS AND MANUSCRIPTS.

A FINE sense of elegant proportion, combined with appreciation of the charm of flowing line, marks the furniture of the period of Queen Anne—qualities which are sometimes absent in the massive early Hanoverian style which followed it. Probably in the last years of Queen Anne was made the pair of magnificent and, perhaps, unique lacquer chairs—the property of Messrs. Waring and Gillow of Oxford Street, and herein illustrated. The back has side rails, if one may call them so, shaped in a very delicate curve which rises into an arched top, carved with scroll leaf forms designed under very strong Dutch influence. From this hangs a string of husks carved on the solid splat of vase shape having scroll leaves on the shoulders and husks repeated towards the base. The legs are of cabriole shape with claw and ball feet. Upon the knees are carved remarkable masks, the rounded leonine



AN EARLY EIGHTEENTH CENTURY LACQUER CHAIR.

crests being carried up against the seat rail with scrolls at the sides and ending in foliated tongues and beards. The ground is of dark lacquer, all the carving is of mellowed gold, and of the latter is the minute foliage and flower pattern on the back and seat rails. Under the seat rail is placed the signature of a Chinese artist, and so in all probability the chairs have been sent to China for decoration. The seats are covered with *petit-point* needlework of a cartouche and coat-of-arms on a brown background worked with exquisite flowers, leaves and stems. In Messrs. Waring and Gillow's collection one finds examples of every English style as well as *meubles* of France and Italy, but, properly, the prevalent note is that of the interior of the stately mansions of England. Some of the essential features of the building and in every day use are of historical interest, especially the very graceful staircase in pine and oak. In the ceiling above it is an oil painting on plaster, part of a large composition somewhat in the manner of Sir James Thornhill and showing celestial figures, one of which carries a palm. The staircase, panelling and oil-fresco with a splendid doorway flanked by Corinthian columns in pine, were brought by Messrs. Waring and Gillow from No. 11, Great Marlborough Street, a mansion believed to have been the residence of John Churchill, Duke of Marlborough, prior to the building of Marlborough House. Among the long established enterprises of the firm is an important department for the repair of, and, if need be, the restoration of old tapestries.

Messrs. Puttick and Simpson began their fine art auction sales for the season on the 6th inst., when they disposed of a collection of musical instruments, and on the following day, old English furniture English and Chinese porcelain, glass, objects of art and Eastern carpets and rugs, the property of Clare, Countess Cowley, Mrs. Tatham of Towerhill Manor House, Gomshall, Surrey, and others were sold. To Lady Cowley belonged a Queen Anne walnut cabinet of small drawers and centre cupboard, the fronts of laburnum, with inlaid borders enclosed by folding doors, with pierced and engraved brass mounts, which was formerly the property of Lord Nelson, from whom its "pedigree" is complete.

On the 12th Messrs. Puttick and Simpson sell pictures, and on the 14th inst. antique lace, textiles, porcelain, works of art and engravings will come under the hammer.

Books and manuscripts from the important collection of A. R. Goldie, Esq., of Bath, and a further selection from the library of Lord Vernon at Sudbury Hall, Derbyshire, form the subject of a three days' sale at Messrs. Sotheby's Galleries, beginning on October 19th. In the collection are French illustrated books of the eighteenth and nineteenth centuries, including two editions of Longus' "Daphnis and Chloe," of which one, published in 1757, contains the *petits pieds* plate and La Fontaine's "Fables," with plates after Oudry, with "Le Leopard" on the sign in contemporary French binding, 1755–59. An important feature of the sale is De Bry's "Voyages to America," published 1590–1602, and the "Voyages to India," also in Latin, published 1598–1607. An appeal to students of Dante is made in the collection of nearly three hundred books and papers relating to the great Florentine. Among the early printed books are the Florentine "Horace," published by Ant. Miscominus, 1482; the Locher "Horace" of 1498; another with commentary by Mancinelli, printed in Paris by Jehan Petit, 1511, and some volumes of the Aldine Press, including the complete Livy-Venice, Aldus, 1518–23.

Of English works there are old Turbervile's "Book of Falconrie or Hawking," and the "Noble Art of Venerie or Hunting," 1611, a fine copy including the leaves often wanting with an account of the otter and the rare music, "The Measures of Blowing"; Ackermann's "Microcosm of London," "History of the Abbey Church of St. Peter's, Westminster," Histories of the Universities, Colleges and Public Schools, all with coloured plates, that of the Charterhouse showing washing on the lawn and a fine series of the publications of the Roxburghe Club in the Club's binding, dating from 1816 to 1866, some of which are rare.

D. VAN DE GOOTE.

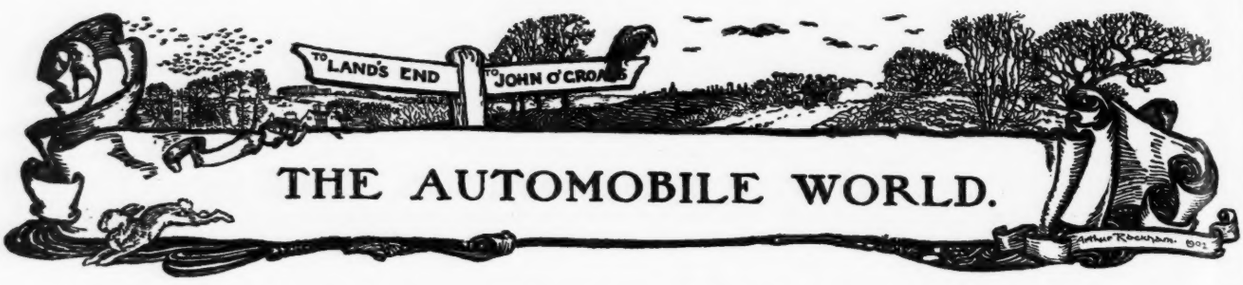
A PICCADILLY SENSATION

A 63-PEARL NECKLACE is to be obtained at Calder House (corner of Dover Street), Piccadilly, for £19,000. It is much larger and infinitely superior to the celebrated Red Cross Pearl necklace of 63 pearls which was bought at Christie's for £22,500. These are not the only sensational transactions which have occurred during recent months. Three thousand, nine hundred and sixty-five pounds was realised at one of my auction sales for a single stone diamond ring; £7,300 for a single stone diamond pendant; £5,000 for one emerald. I paid in banknotes £22,500 for a row of pearls. £66,000 was offered at my sale for another row, but the owner placed it in the hands of another auctioneer with the result that he was offered £16,000 less. During my journeys, accompanied by my art expert, there was found on a lady's wall three engravings which we sold for £1,725. In Ireland, two Chippendale chairs we advised should be sent to London sold at auction for 1,750 guineas—a record price. I sold also much of the silver and jewels; one silver inkstand realising as much as £850; a pair of Sevres orange tubs, 5¾ in. high, sold at 800 guineas; two pieces of tapestry over £3,000. Thousands of pounds have been paid for old and foreign postage stamps. Silver and jewels I have sold for two to eight times as much as had been offered elsewhere. Over 1,600 letters of appreciation can be seen proving my statements. I have successfully conducted sales by auction of Houses, Lands, and Estates. If you are afraid to trust your jewels or silver by rail or registered post, for a minimum fee of 21s. I will come with my art expert and inspect your treasures and trifles, point out those things which you may think are worth so little but are really of great value, or, as sometimes happens, *vice versa*.

The case of a number of sheep following their leader which had jumped through a plate-glass window in Islington reported in the Press, produced in the *Times* the statement of Dante to the effect, if one of a flock of sheep jumped over a precipice all the rest would follow, and if one of a flock jumped in the roadway all the rest would do likewise, although they would see nothing to jump for. Dante, it seems, also stated that he once saw a sheep jump down a well, and all the shouting and frantic efforts of the shepherd were fruitless in preventing the others following. "Following my leader" is not a trick, I have noticed, restricted to our four-footed friends; there are a number of the two-legged variety who are attracted by plate-glass, take precipitous leaps and find themselves in a well of despair, simply because they have not had the good fortune to have heard the name of Hurcomb and the wonderful things he has been able to accomplish. A peer of the realm said the other day at a dinner party he had attended, it was "Hurcomb" all the evening and the remarkable modern miracles he had performed.

With the aid of my car, I fulfil engagements all over the kingdom, and can arrange to call anywhere. My Probate and Insurance Valuations have included Arundel Castle and Norfolk House and contents for the executors of the late Duke of Norfolk, Thornden Hall (the late Lord Petre's), Ugbrooke (the late Lord Clifford of Chudleigh), Tichborne Park (the late Sir Henry Doughty Tichborne), and countless other ancestral homes of England. I am a valuer to the leading Lawyers and Bankers. The Public Trustee and the Estate Duty Office, Somerset House, also employ me from time to time. *Truth* said: "Nowhere else will you get a better price or more honest advice." *The Guardian*s aid: "The secret of Mr. Hurcomb's success lies unquestionably in his expert knowledge, his willingness to pay full value, his integrity, and his courteous business methods."

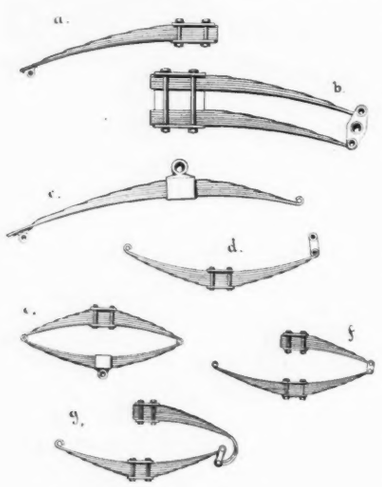
W. E. HURCOMB, Calder House (corner of Dover Street), Piccadilly, W. 1. 'Phone: Regent 475.



SOME PROBLEMS OF CAR SUSPENSION

AMONG the constructional features of the modern motor car chassis that give scope for much improvement, suspension has to be reckoned with on far too many otherwise quite good cars. Undoubtedly car suspension has improved very considerably since the war, but equally obvious is the fact that there is still much room for further improvement. It is, by the way, interesting that with all its influence on automobile design the war did very little in the matter of suspension. Conditions in the various war zones were so *outré* that when a car suspension gave way under the strain it was of little use to rectify the apparent point of weakness because such conditions would never be encountered in ordinary private use and, therefore, the car would simply be saddled with a safeguard entirely unnecessary. And weight and cost need to be so carefully considered nowadays that anything involving a surplus of either has to be rigorously avoided.

In a general way it may be said that the suspension systems in commonest use to-day are those that have been most popular for ten or more years, but it is certainly a fact that the efficiency of one or two simple systems has been very much increased. For instance, it is not so long ago that the quarter elliptic spring was regarded as only suitable for the very cheapest of cars and also for cars of minimum weight that made no claim to offering any notable degree of riding comfort to



VARIOUS TYPES OF CAR SPRINGS IN COMMON USE.

a, Quarter elliptic; *b*, the double quarter elliptic, or cantilever, as used on Waverley cars; *c*, the ordinary cantilever; *d*, the semi-elliptic; *e*, the full elliptic, used only on Arrol Johnston cars; *f* and *g*, two types of the three-quarter elliptic which is still extensively employed for rear suspension.

their occupants. But to-day two of the best sprung light cars on the road, to wit, the Wolseley Ten and the A.C., are both equipped with quarter elliptic springs. The same type of spring is used for such a big car as the Wolseley 15 h.p., although it is endowed by its makers with the more elaborate sounding name of cantilever spring.

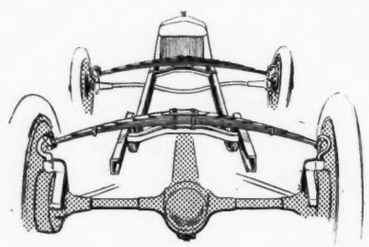
The true cantilever spring has certainly come into its own since the war, and this development is entirely a post-war phenomenon. Whereas this spring used to be found on only the most expensive of cars—such, for instance, as the Lanchester, Napier and Rolls-Royce—it is now also used on some of the lowest priced—the Horstman, for example, one of the lightest of light cars.

The semi-elliptic spring remains the most popular for front axle suspension, and it seems to be quite satisfactory when constructed to the drawings of a capable designer. Speaking generally, cars that have semi-elliptic springs all round are none too efficient in their suspension, although there are some notable exceptions, such, for instance, as the Cubitt; a car that, incidentally, makes an interesting departure from the usual principles of semi-elliptic spring application by attaching the rear end of the spring rigidly to the chassis and mounting the forward end by means of a shackle. The result is that the springs on this car take the driving stress (the car is not provided with a torque tube) in tension instead of in compression. The stresses on the spring are thus very much lightened, or, rather, they are applied to the spring in such a way that it is better able to withstand them, and the direct function of the springs, that of suspension and insulating the passengers from road shocks, does not appear to be impaired in the slightest.

THE FUNCTION OF SPRINGS.

It is not without interest to ponder for a moment on the function of car springs. One function is, of course, immediately obvious, the springs are there to take up road shocks and to enable the passengers of a car to enjoy a run on modern roads. But springs satisfy other needs besides these. The design of the springs determine more than any other single factor the road holding qualities of a car. It is not a bit of use having a car of which the engine is capable of giving a speed of, say, 70 m.p.h. if the design of the springs prevents the car from being properly controlled when the speed exceeds, say, 40 m.p.h.

Not only do the springs determine the relation of the car to the road, but, as it were, they also control the relation of the road to the car. By this I mean that the effect of the car on the road surface is largely a matter of suspension. Two cars exactly alike except for their suspension systems could be driven over the same stretch of road at the same speed, and whereas one would make no difference whatever to the surface, the other might cause quite serious damage. Springs that allow the road wheels to bounce not only accelerate tyre wear, but cause discomfort to the passengers and render the car only partially controllable. They also cause real and rapid damage to the average road surface. On the other hand, springs so flexible that the wheels are enabled to hug the road surface continuously when the car is in motion may quite well impose penalties by virtue of their very flexibility. On a very bad road, such as most of our main roads are in parts at the present time, the car may develop a series of oscillations that will make it just as uncontrollable as if the wheels were leaving the road. Passengers may be jerked about or thrown from side to side, the latter especially when the car is cornering, and what is known as roll will be developed. Roll is one special weakness of the cantilever spring, and many ingenious efforts have been made to overcome it,



AN EXAMPLE OF TRANSVERSE SUSPENSION AS EMPLOYED ON THE ASHTON EVANS CAR.

while retaining the road holding qualities and wonderful comfort over irregular surfaces of the type. On the Lanchester chassis there is a heavy tubular torsional cross member at the point where the chassis frame is up-swept. On the Napier there is a special anti-rolling device, and a somewhat similar device is found on the Arrol Johnston, which is unique among modern cars in employing full-elliptic rear springs. On the Horstman car, which has cantilever springs both front and rear, roll is countered, when the car is fitted with a closed body, by a special anti-rolling device, consisting of what may most simply be described as a bundle of steel strips joining the rear extremities of the chassis side members and thence coupled direct to the rear axle. The action in this case is that any tendency to roll is checked by the necessity for the roll to twist the bundle of steel rods.

In view of the constant deterioration of road surfaces and the ever increasng demands made upon the roads, the problem of car suspension is acquiring an increased significance. The problem is especially acute with light cars because a light car suffers from great variations of load. In the case of a big car weighing a ton or more the addition or removal of one passenger makes but little proportional difference to the total travelling weight of the car. When the total weight of a car is only 10cwts. or 12cwts. the addition of one passenger makes a very considerable difference to the travelling weight, and if two or three passengers be added or removed, it will be seen that the problem of efficient suspension is entirely altered. Thus light car suspension is a matter of drastic compromise.

In the ideal, a suspension system should be variable according to the load that the car has to carry, its speed and the surface over which it is travelling at any particular moment. At 60 m.p.h. a very different suspension system is desirable from that required at 20 m.p.h., on any but a billiard table surface. The greater the

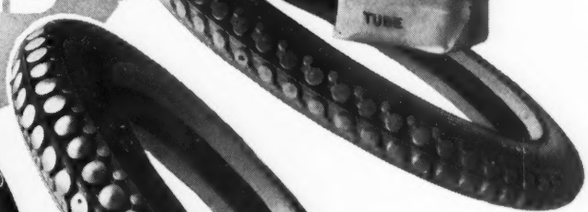
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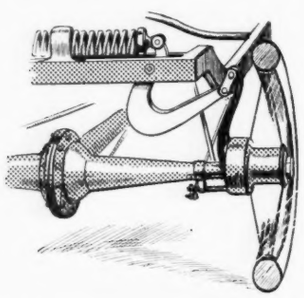
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inequalities of the surface the more widely varying the demands imposed on the suspension. Add to this the difference due to varying speed and possible difference due to variations in load and it will be seen that perfect suspension, especially of small cars, under all conditions of use is practically unobtainable.

The ideal suspension is one that will give real comfort to the passengers over any reasonable surface at a very wide range of speeds and that at all speeds will enable the car to hold the road. In my experience two light cars stand out prominently in this respect. One was the Enfield Allday, the car with the five-cylinder air-cooled radial engine, that never reached the commerical manufacturing stage. The suspension of this car was by cantilever springs both front and rear, arranged in a form of an incomplete letter "X"; if the four springs had been long enough they would have met at the central point of the chassis. This Enfield Allday suspension was a really wonderful affair; the car was quite light, but at 25 m.p.h. it could be driven on to the pavement of a country road some 8ins. deep without giving any sensation of a bump to the occupants. The same can be done with the Lanchester Forty and at very much higher speeds, but, of course, with a car weighing nearly two tons conditions are different. The Enfield Allday weighed little more than 10cwts.

The second light car that I remember for the efficiency of its suspension is the one that approaches most nearly to the



THE A.F.S. SYSTEM AS EMPLOYED ON COSMOS AND DOUGLAS LIGHT CARS.

Enfield Allday in its suspension design; this is the Horstman car, which has cantilever springs all round, but the springs are parallel to the longitudinal axis of the chassis. The Horstman has a remarkable capacity for holding the road, besides being very smooth riding over bad surfaces. It can be whipped round corners at a speed that would send most other light cars spinning off the road, but as soon as one attains anything like a high speed on the car, shock absorbers become necessary, merely on account of the uncommon flexibility of the springs.

SHOCK ABSORBERS.

Shock absorbers are a much more popular fitting than they used to be, and the reason, of course, is not far to seek. Cars that behaved quite pleasantly on pre-war roads are almost hopeless to-day, and so recourse is made to shock absorbers to alleviate the weakness of the suspension system. As its name implies, the shock absorber is an instrument to absorb shocks, but to be really satisfactory it must do much more than this. A shock absorber that came into action as soon as a spring deflection was set up would be of very little use because it would tend to counter the action of the spring. Therefore, it should only come into action as the spring is nearing the limit of its travel and it should exercise a greater restraining effect on the return movement of the spring than it did on the original movement. For this purpose the hydraulic type of shock absorber appears to be the best. The friction shock absorber which is cheap to buy checks the action of a spring both ways, and before such check is necessary, except on cars with unduly "soft" springs. The spring shock absorber apparently does nothing more than give an added flexibility to the springs. It may, therefore, be taken that when supplementary springs, which spring shock absorbers really are, are fitted to a car by its makers, the springs of that car are not so flexible as they ought to be.

It is quite significant that semi-elliptic, three-quarter-elliptic and full-elliptic springs are generally not so flexible as quarter-elliptic and cantilever springs. Some efforts towards improving the flexibility and efficiency of springs have been made by designing the springs to lie flat when the car is normally loaded, but even then the difficulties connected with the types of springs mentioned do not appear to be overcome entirely. Bouncing and poor road holding are so often found with cars having semi-elliptic or three-quarter-elliptic springs that the type is undoubtedly falling out of popularity. On the other hand, the roll of the cantilever and the swing of the quarter-elliptic are gradually being overcome, with the result that these two types of springs promise to be the most popular in the future.

An ingenious combination of quarter-elliptic and cantilever springs is seen in the Waverley car, which is described by the makers as cantilever suspension, although it consists of two quarter-elliptic springs mounted one above the other.

SOME UNCONVENTIONAL SUSPENSION SYSTEMS.

A method of springing that has been tried with success on two light cars is known as the A.F.S., or anti-friction suspension. This consists of a pair of bell crank levers mounted at either extremity of each axle having fulcra on each side of the chassis frame and connected by a sliding pair of coil springs. It is a fact that both the light cars fitted with this suspension system have ceased to be marketed as commercial propositions, but in neither case was their withdrawal due to the suspension system, which seems to be one of considerable promise. Incidentally, its name throws light on a rather controversial aspect of the ordinary leaf spring, however it be arranged.

It used to be considered that the function of a laminated, or leaf, spring was in large measure satisfied by friction between the leaves of the spring as they work against each other, but now we are told that to get the best out of laminated springs they should be kept permanently lubricated, which can only be done by enclosing them in grease-proof gaiters, or by some such system as that employed on the Guy chassis. Spring gaiters are now being fitted as standard to many cars both large and small, and a dissatisfied owner of any well known spring gaiter, such as the "Duco" or the "Wefco," is practically unknown. The motorist who is using a car with an ordinary suspension system and has not his springs enclosed in gaiters is losing more than half of the potential comfort of his springs, and the wide scope of the term "comfort," as applied to car springs, it is hoped, has been made clear.

Mention of the A.F.S. system reminds one of the transverse method of springing, which is familiar to everybody who uses the roads as the suspension of the ubiquitous Ford car. Transverse suspension can be quite efficient, providing it be well designed; but failing really clever design, it is apt to suffer even more than the cantilever system from the fault of bad rolling, especially on corners. The Ashton light car made in Birmingham and already described in these pages employs a clever, thoughtfully designed transverse suspension that is neat, efficient and in every way satisfactory in use.

One of the great desiderata with the modern car is the securing of a low centre of gravity, which assists steady riding on bad roads and vastly improves the general road worthiness of the car. It is secured in many instances by under-slinging the springs; that is to say, by suspending them from the rear axle instead of mounting them on it.

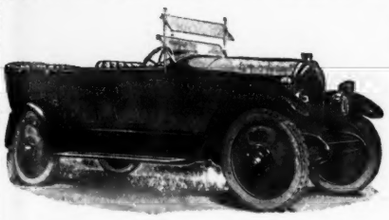
THE PEUGEOT "QUADRILETTE"

WHEN, in 1913, the famous Peugeot firm introduced the Baby Peugeot their innovation was regarded with very mixed feelings. It was openly said, and very widely believed, that such a miniature car would never justify its existence. How could such a tiny thing be expected to carry two people over British roads and, moreover, what two people were small enough to stow themselves away in it? But in spite of this attitude the Baby Peugeot, or the "Pug," as it came to be known, not only justified the boldness of its makers in introducing it, but it became one of the most popular small cars on the road. Those who tried it found that, small as the vehicle was, it actually gave better and roomier accommodation to a couple of occupants than was given by plenty of much larger cars. It began to appear that the "Pug" suffered from one serious limitation only, and that was it possessed only two speeds. It was painfully slow on such hills as it could not master on top gear, which, with the miniature 6 h.p. engine, were rather frequent, and so later models of the car had three speeds, the extra ratio being obtained in most ingenious manner by a double bevel in the final drive. With the war the production of Baby Peugeots ceased, but all through the war an interesting commentary on the esteem in which they were held was offered by the fact that it was impossible to buy one of these machines secondhand except at a price much in excess of the original purchase cost.

The Baby Peugeot has just been revived in a new form by its makers under the name of the Peugeot "Quadrilette." Many people who see the Peugeot "Quadrilette" will undoubtedly say the same as was said of the original Baby when it made its first appearance. Such a miniature car, it will be urged, could never give a performance that will justify its existence in the garage of a serious-minded motorist. We have recently been subjecting a Peugeot "Quadrilette" to an extended test, and rather more than ordinary interest attaches to the results.

To describe a few of the leading chassis features—there are several that are quite unconventional. The first, and perhaps the most conspicuous, is the construction of the chassis frame itself of pressed steel sheet, the sides of which are bent up to form side members of the frame and the flat portion constituting the floor boards of the body. There are three strengthening channel steel cross members. The chassis is suspended above the axles in the front by a transverse semi-elliptic spring, supplemented by a pair of radius rods from each end of the axle to a point at the base of the engine at its rear. Steering is by worm and sector, but the steering-box is mounted centrally in the chassis just behind the radiator and is connected to the steering rod by means of a vertical drop arm.

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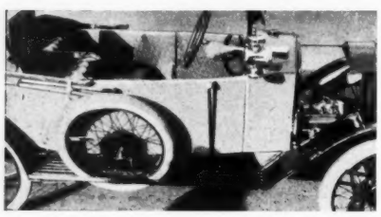
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The rear springs are quarter-elliptic, and the hand brake operates through an internal expanding drum on one rear wheel, the foot brake on a similar drum on the other rear wheel. The back axle, gear-box and torque tube form a single unit, final drive being by underslung worm; and the back axle has no differential, which, as we have pointed out in connection with another small car, seems to be no drawback whatever in the case of these narrow track vehicles. The track of the Peugeot "Quadrilette" is only 3ft. 1in., which, with an over-all width of 3ft. 8ins., enables the car to be driven through many places where a larger car could not pass.

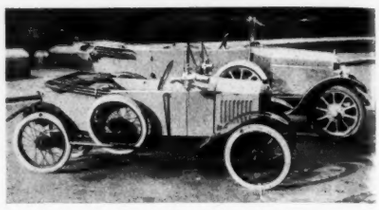
The engine is a four-cylinder monobloc casting with a bore and stroke of 50mm. by 85mm., and a very neat piece of work it is, as was the case with its predecessor. There is one valve cap for each cylinder, through which may be removed both of the side-by-side valves, and these are operated by a chain-driven



THE PEUGEOT "QUADRILETTE" SEEN FROM ABOVE.
Showing the seating arrangements and the diminutive engine.

cam-shaft. The lower half of the crank case constitutes an oil reservoir, and from it oil is pumped to troughs into which dip scoops on the big ends, the remainder of the engine being lubricated by splash. On the road we found this Peugeot "Quadrilette" a most interesting little vehicle to drive, the most noteworthy feature of its performance being, perhaps, its efficient springing. The suspension of these ultra-small cars is a problem that allows of no easy solution and much credit is due to the Peugeot designer for having tackled it so successfully as he has. Of course, judging by the standard of an ordinary car, or even one of our high performance cyclecars, the Peugeot "Quadrilette" does not compare very favourably in the ordinary matters of road performance such as speed and hill climbing, etc. Its tiny engine is essentially of the high speed type and when it is not turning over at its normal "revs" of 1,900 r.p.m., its power output is strictly limited. On the other hand, for an engine of only 6.2 h.p. by R.A.C. rating it pulls the car and its load surprisingly well. The main sphere of this Peugeot is obviously short run-about journeys. It is an ideal car for station work, shopping in the village or even negotiating narrow tracks where the big car cannot be taken, but we should hardly care to undertake a day's trip of a hundred miles or more on this car. There is no doubt that it would get there and back again, but a maximum speed of about 30 m.p.h. is apt to render a car very monotonous to drive on a run of more than an hour or so. When the engine is turning over at speed it is very smooth and causes but little vibration, but it is not until it has worked up to its full normal speed that it deserves the description of a smooth running unit.

The body contains two seats, which are staggered, a decidedly useful arrangement for a car of which the body width is naturally restricted. This arrangement of the seats gives ample leg room to the passenger without bringing his feet in the way of the driver's left foot, which has to trespass on the passenger's side of the car in order to operate the clutch. Behind the driver's seat is a large box for carrying tools, etc., while the tail of the car forms another roomy compartment. The windscreen and hood fitting is rather unusual, for there are two upright pillars on to which the hood is clipped when erected, but the single panel windscreen may be



THE PEUGEOT "QUADRILETTE" TAKEN AT THE SIDE OF A MEDIUM SIZED TOURING CAR, EMPHASISING ITS SMALL SIZE.

tilted backwards and forwards independently of the pillars.

Altogether this Peugeot "Quadrilette" is a very interesting little vehicle for the man who wants something of maximum economy for run-about work and general hack work. The fuel consumption is well over 50 m.p.g. and the 650 mm. by 65 mm. tyres (the wheels are detachable and there is a spare), should have a very long life; the price of the car is £275.

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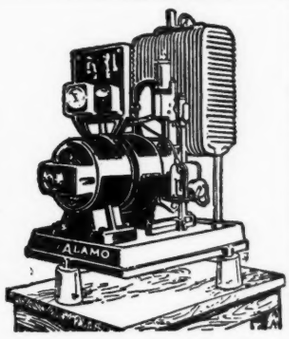
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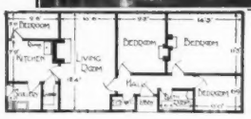
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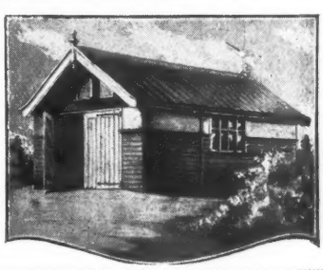


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THERE is nothing surprising to those who have been closely and carefully watching the trend of fashions to find the *habillé* tailor-made making a big bid for favour. Though the *couturières* interested in this particular development are well aware they are up against much serious rivalry in *chic* wrap coats and the "little" frock, nevertheless they are continuing undaunted on their way, and are providing many ravishing creations of broché crêpe de Chine, chiffon velvet, kasha and fine velours de laine.

For supreme refinement and chaste taste it would be difficult to surpass a suit of black broché crêpe de Chine, rather dull and mat, the coat shapely and long, with slightly full dipping sides and a skirt worn with a charming little casaquin blouse of pale grey charmeuse. Several of these *habillé* costumes seen give rather the impression of being long coats, that is at once dispelled, however, when they are removed to reveal themselves as a short sacque, frequently buttoning low down on one hip, and practically all are finished by a large handsome fur collar arranged to stand high about the head.

One particularly attractive example was effected in black satin, rather a bright satin, this carrying a collar of kolinsky that reached almost to the eyes of the wearer. The sleeves, too, were most arresting, these fitting the arm closely about the top and gradually widening out into a wide bell shape to fall right over the hand, turned back by cuffs of a lovely Eastern embroidery edged fur. The mannequin displaying this *chef-d'œuvre* had both hands buried in these sleeves after the manner of a *religieuse*.

In a curious shade of cold green there was shown another of these smart tailor-mades built of velours de laine, the skirt mounted in an original slashed strap fashion on to a long, loose bodice of black ninon stencilled with gold in a light all-over design, the accompanying coat falling loose about the figure until caught closely to the hips, where it finished its career. To this again was allotted one of the high enveloping collars of fur.

To the "little" frock there is positively no end, and the latest and most attractive of these boast very long, loose-fitting sleeves, some whereof, after wrinkling a trifle at the wrist, spread out petal-wise over the hand. With a navy kasha this type of sleeve found charming expression in heavy navy Georgette, lightly relieved by touches of lacquer red, a contrast repeated in a waist girdle that looked as though it were twisted round by a silver snake; while on a black kasha, the very simplest straight up-and-down frock the heart of woman could desire, there occurred a deep band rising in a sharp point in centre front of some rough raised embroidery that, alike in colouring and character, recalled an old Persian carpet, two quite narrow lines of this same broderie running down either side the skirt. Others of these "little" frocks have the fronts cut away above the waist to show some ravishing little *gilet*.

Taffetas dresses with gathered skirts perforated to the depth of the knee, surmounted by long, rather close-fitting bodices, promise to be a great vogue, and in pale grey, banana and beige are ideal for *après-midi* wear accompanied by dark furs, and also for the *thé dansant*; for this popular way of whiling away a few hours on dull winter afternoons is likely to have a marked influence on *après-midi* frocks, and one that is made great use of already by the alert saleswoman when dealing with a hesitating client; for, despite the many dress distractions, we are all more or less in the mood to make one possession do as much service as possible.

Something of a bolt from the blue is the craze that has arisen for bishop's purple. This is to be observed figuring in silk and velvet gowns, mantles and hats, and never fails to present a gorgeous and resplendent appearance. A purple taffetas evening dress seen was either *appliqué* or woven in with quaint triangular *motifs* of black velvet. It was a most arresting creation; while a purple velvet toilette carried for sole decorative relief a deep jewelled girdle, the back of the bodice being swept across to one side and from there falling direct in a long cascade train. This, again, was singularly regal and impressive.

L. M. M.



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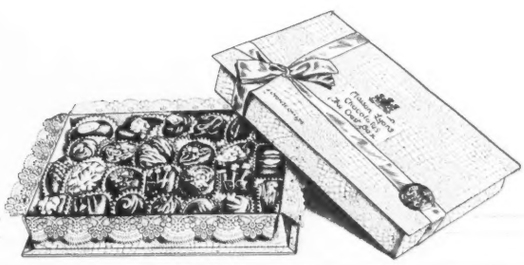
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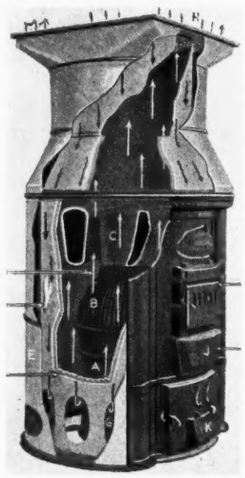
A RANDOM COMMENT

THE DEMAND FOR FRUIT TREES.

THE great length of time required to produce fruit trees for sale—in the case of a four-tier espalier six years are required, besides the two years needed for the growth of the stock—has as yet prevented any full satisfaction of the post-war demand, which is great, not only because of the decrease of production during the war, but because there is to-day an increasing realisation both of the pleasure and profit to be derived from their culture. Messrs. Bunyard's new "Catalogue of Fruit Trees," however, shows a vast range of varieties new and old, giving a brief description in each case and a large number of illustrations. Most of these are available in considerable quantities, but in the case of some few varieties there are only a few to be had and those who want, among apples, for instance, such trees as Cornish Gilliflower or Tower of Glamis, should write at once for a catalogue to Messrs. Bunyard and Co., at the Royal Nurseries, Maidstone.

HOUSE-WARMING WITHOUT FIRES OR RADIATORS.

Everyone desires a comfortably warmed house when the colder weather sets in, yet how few people in this country possess such house-comfort! We have our fires and can make ourselves cosy in front of them, but when the time comes to step out into the hall and upstairs to bed it is all chilly, chilly too in our very bedrooms, and still chilly when, in the morning, we go to our bathroom and afterwards downstairs to breakfast. Yet, all the while, there are facilities at hand that will keep every part of the house constantly at an agreeable temperature. That is the particular service rendered by the International One-pipe Heater (36-38, Victoria Street, Westminster, S.W.). The heart of the system is in the cellar or basement, where is installed the self-contained piece of apparatus shown by the accompanying illustration. Here is an enclosed grate (B) burning coal, coke or anthracite, and connected to a smoke-pipe and flue, while around the fire is a double metal casing, extending to the ground floor and there covered by a grid. That is all. Fresh air from outside passes into the inner casing (F) and, after being automatically humidified, is warmed and enters the house through the grid (H)—which is put in some convenient part of the hall. Being thus heated, the air rises through the rooms and passages, the colder air descending into the outer casing (E) and being in turn heated and circulated. The whole house thus is comfortably warmed. There is none of the disturbance involved by the installation of a piping or wiring system, and the initial cost is surprisingly low—approximately £120. No wonder that this system is attracting considerable attention.



THE INTERNATIONAL ONE-PIPE HEATER.

WHIST CHAMPIONSHIPS.

A National Whist Drive is certainly something new, and the St. Dunstan's National Whist Drive Championship, to be held this autumn for the benefit of St. Dunstan's and the National Institute for the Blind, should obtain many entries. Prizes will be awarded and local and district champions and county champions will receive silver cups, while the winner of the final will receive a silver challenge cup and £1,000. All interested should communicate with the Organiser, National Whist Championship, at 306, Regent Street, W.1.

A NEWCOMER AMONG CIGARETTES

Cigarette smoking has become so general now that connoisseurship must be of necessity very widespread. The smoker whose perception of the delight to be obtained from a good cigarette has been intensified and developed by familiarity with many brands will welcome "The Bays" cigarette as something out of the common, a very delightful cigarette not quite like anything he has been accustomed to. These new cigarettes, made by The Bays Cigarette Company of 1, New Oxford Street, London, W.C.1, are hand-made and sold by weight, and can be obtained in Virginian and Turkish varieties in ½lb. and 1lb. boxes. They will be found very economical in use.

BULBS FOR 1921-22.

For those who are anxious to repeat or even excel old successes with bulbs in the coming season there is no time to be lost, but with the well illustrated and admirably arranged catalogue issued by Messrs. Webb in his hands, and in the confidence which the firm's reputation justifies, the enthusiast will soon be able to place an order which he feels is calculated to give him satisfaction and do as much as possible to help him to carry out his ambitions. There are delightful illustrations of the early White Roman hyacinth and of the Darwin tulips which will influence many orders, but whatever be the demand there is little doubt that the firm will be equal to it. Their catalogue is available on application to their establishment at Wordsley, Stourbridge.

"A MAN'S A MAN FOR A' THAT."

Among the benefits that the war brought us was a considerably wider appreciation of the fact that all men are, in essentials, equals. When the most any man could give was himself, the richest and the poorest, the best educated and the most ignorant had the same risks to endure, the same sacrifice to make. "Toc H," the movement started to preserve among ex-Service men of all ranks and to transmit to the younger generation the tradition of good fellowship manifested on active service, is growing at a remarkable rate. Already three houses have been established in London. But the movement can only flourish if it can attract the help and interest of a wide public, and those anxious to help should write to "Toc H," 123, St. George's Square, S.W.1.

SHOOTING NOTES

By Max Baker.

CARTRIDGE RECOIL FROM A WOMAN'S STANDPOINT.

CURIOUSLY bearing on my remarks of a few weeks ago was an incident which occurred last time I was down at the shooting ground. A lady had just gone through a course of practice at the clays, but, finding the recoil very punishing, she suggested that the cartridges must be overloaded. They were the usual 16-bores supplied on the ground for use by patrons, therefore any reflection on their suitability was a serious matter. A handful was brought to me with the request that they should be weighed and tested. According to the table of recommended loads the standard charge for a 16-bore is 28 grains of powder and ⅞oz. of shot. This sample contained an exact 26 grains of Empire and an equally exact ⅞oz. of No. 7 shot. If the shot alone had been reduced there would have been an increase on the ordinary velocity, so defeating part of the effect of a lessened shot charge, but as the powder also was down the full effect of the reduction would be expected. A velocity test gave the following readings for three cartridges fired: 1,058, 1,063, 1,063, average 1,061 feet per second—very true to standard and phenomenally regular, altogether a fine testimonial to the components and their loading. I did not get an opportunity of weighing the gun which was in use, but my own shooting was done with a normal weight 16-bore, and as I happened to be stripped down to a thin flannel shirt my shoulder was unusually competent to detect any excess of recoil if it had existed, but the effect was markedly gentle. Years ago I remember receiving at the *Field* office a gun which had been similarly complained of. It was a phenomenally light 12-bore and, as the loading of light charges was not then as well understood as to-day, I condemned the gun as unsuitable for a man's use, let alone for those requiring extra light recoil. The recipe for ladies' shooting equipment is lightly loaded cartridges of reduced calibre and a gun heavy in comparison with the usual practice. A little lead in the butt might also be an advantage, as it lessens the weight on the outstretched left arm. On the user's side is the necessity for practice bearing some reasonable relationship to the training women undergo in order to qualify, say, for golf.

SOME RECOLLECTIONS OF THE CARTRIDGE CONTROL.

I have just come back from spending a happy day with Mr. Gerald Martin, and although the subject of our discourse was mainly pheasants, there were casual references to our previous association in the task of rationing England's cartridges during the period of war scarcity, Mr. Martin having been the official appointed by the Ministry of Food to deal with these matters. Following the excellent practice of his department, he availed himself of the services of a committee of experts with whom he discussed all debatable or technical points. The most pleasing relief from the dull and weary routine of committee work was the shortage of lead and the consequent difficulty in obtaining shot for cartridges. At the great meeting of shooting-estate owners which was held at Grosvenor House the Right Hon. W. E. Prettyman emphasised the futility of dedicating the game supplies in the country to public use if there were no cartridges to procure them, and he outlined a reasoned scheme for the collection of scrap lead. Our committee took up the question in detail, Mr. Martin urging the claims of food with various munitions officials. Finally, our committee attended at the Hotel Victoria, where at last we learnt that scrap lead existed in such plethoric abundance that the one preoccupation of the gentlemen in charge of non-ferrous metals was to resist any more offers. We also learnt that the American troopships had for a long time previously been ballasted with pigs of lead. A little gentle persuasion secured the allotment of our very modest demands and so the situation was saved. Lead in my opinion never was as scarce as was imagined. In my perambulations of Woolwich Arsenal, where I enjoyed the privilege of a comprehensive pass, I remember a compact little area where shrapnel bullets were piled waist high in solid blocks with intersecting avenues. They must have been there a long time, and perhaps so remain to the present day. Certainly the bags had become so rotten with exposure to the weather that the contents were everywhere strewn on the ground. They were excellent bullets too; one of the experimental officers of the Munitions Inventions Department and myself once gathered a useful little stock for use in some experiments we were making in connection with the resisting power of "tin hats."

THE OLD ORDER CHANGETH.

A rather curious illustration of the effect of crushing taxation on the personality of shooting tenants has been reported to me. A certain very good sportsman, who prefers to do his deer-stalking after the others have finished, was offered the shooting on an adjoining grouse moor absolutely free provided he would undertake to kill not less than a thousand brace. Such an offer would obviously not have been made unless there had been a superabundant stock threatening the health of the moor. Drivers were to be had in sufficient numbers, and as their high wages were not an obstacle, the offer, together with its attendant condition, was gratefully accepted. In the sequel the condition could not be met. Days on which a bag of 150 brace might reasonably have been expected from guns of average competence yielded meagre totals in the region of fifty brace; these, naturally, falling to the share of the two or three skilled shots who belonged to the party. The explanation given is that many of those who used to become tenants and their guests have been so hard hit by the state of finance that their places have been taken by those whose revenue is not absorbed by fixed charges. Now the owner of newly acquired wealth may be excused for not having that degree of skill which can only result from early practice; but there is less excuse for the sons and others who are at a time of life when hand and eye rapidly acquire the art of shooting flying. The purchase of a pair of guns and ample opportunities for using them under the best conditions do not carry the budding sportsman very far. More serious tuition is necessary, and it should as far as possible be without the nerve-disturbing elements which attend the arrival of coveys and packs of grouse. There is, indeed, something about a driven grouse which beats even the experienced shooter of the mixed game of the South; at any rate, the mature sportsman who faces grouse for the first time very seldom exhibits anything like his true shooting form.

THE PARTICULAR DIFFICULTIES OF GROUSE SHOOTING.

Just what constitutes the special difficulty of grouse I have never been able to determine. How the butt is placed makes a lot of difference; it may cap the summit of a hill, so that the birds come straight at one, flying silently with outstretched wings and simply getting larger like an approaching train. Or the butts may be placed at the foot of a steep declivity, so that the birds are on top almost as soon as they are first seen. In more favoured places the firing line is located with reference to the sides of a burn, just where the shooters would stand if the solid obstacle in front were trees. Many shots owe their difficulty to a distant background of hills, and so the examples of scenic influences could be multiplied. Perhaps the gathering and scoring of one's own contribution at the end of each drive breeds nervousness in some minds. With pheasants the long, straight row at the end of a drive is not individualised, the most prolific contributors taking keen joy in allowing their weaker brethren to indulge wild fancies. One grouse for every three cartridges fired is the accepted average for good shots; thus if the individual's day's contribution is fifty head the cartridge bag will be poorer by 150 rounds. Such a standard of shooting feels bad to the performer, for the mind is full of easy chances missed and of seemingly unnecessary calls on the second barrel. A good performer always fires ever so many more shots than his less skilled companions; this makes his task somewhat more difficult, though, perhaps, the compensating advantage of a sharp, quick action, free of hesitation, more than counter-balances. Another thing in favour of the good shot is that his experience enables him to pick the best birds. By comparison the poor shot, or he who is a novice at grouse, seems firmly determined to take all the awkwardly placed birds, frequently turning round to use his second gun on those which have gone by and neglecting others coming up in front. There is, in fact, nothing like grouse for teaching a man to drop the majority of his birds in front, and until that lesson has been learnt drives which ought to produce their average of half a dozen birds per gun will yield this number to but a third of the party.

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PRECIOUS BYZANTINE ENAMELS

A SALE OF MODERN ETCHINGS, ENGRAVINGS AND DRAWINGS.

THE use of enamel in decoration is of very early origin. It was well known in ancient Egypt, where it was even used on brick as architectural decoration; but it appeals more strongly to us when seen in combination with goldsmiths' work. Articles of personal adornment among the Greeks and Romans were exquisitely decorated with enamel, and in Western Europe nowhere was the art better understood than in Britain and Ireland. There is reference to the industry there as early as 240 A.D., and at a later period enamelling in Ireland reached the highest point of excellence ever attained in execution and design. An extraordinary resemblance to Irish enamelling is apparent in the work of the craftsmen of Byzantium, notwithstanding their great distance apart; not only is it in technique, but in style and design, while both schools show extremely minute workmanship, the cloisons or walled enclosures of metal, which separate the different colours of enamel, being sometimes not apparent to the naked eye. Of this exquisitely fine workmanship are two specimens of Byzantine enamel on gold, the property of Messrs. Spink and Son of King Street, St. James's. The first is an ornament of lunette shape, containing within a circle the head of Christ, the hands supporting a pix (?), while the sacred monograms appear over the right and left shoulders. Spiral scrolls of very fine gold wire occupy the spaces between the circle and a wide semicircular cloison of blue enamel closed at each end by projecting cubic forms. Round the lower edge are gold pellets grouped as the symbolic bunches of grapes alternating with rings, to one of which part of a pellet edging remains. This feature is complete on the top of the lunette. The reverse—for the ornament is enamelled on both sides—shows the head of the Virgin with her hands raised and extended in the attitude of prayer. Over the right shoulder is the monogram of the name of the Virgin, over the left is her title in Greek letters.

The second example is one of those fine plaques of gold enriched with cloisonné enamels, which, with precious stones, were used in the decoration of shrines or covers for copies of the Gospels in the early centuries of our era. Like the lunette it probably dates from the seventh century, and although the greater part of the enamel is much worn, enough remains to invest the goldwork with wonderful colour. It represents the majestic figure of St. Gregory, the right hand raised in benediction according to the manner of the Eastern Church, the left, unseen, is probably supporting a book. He is vested in a tunic (?) woven or embroidered with a pattern of the symbolic dove and fish, over which is a stole, very richly and minutely enamelled (it is full of cloisons with a gold centre), displaying three crosses with saltire lines and gold pellets. At the end appears the foot of a cross with the three steps of Faith, Hope and Charity and a rich fringe. The hair and beard are made of gold pellets and with the lines of the geometrical cloisons form a pattern, while part of the features, hand and crosses have been beaten up. On the background are Alpha and Omega; over the right and left shoulders respectively, under the one appears the inscription in Greek characters GREGORIOS, under the other THEOLOGOS—Gregory Theologian. The plaque measures 2⅞ins. high by 1⅞ins. wide.

The first portion of the collection of modern etchings, engravings and drawings formed by the late Dr. D. J. Macaulay will be dispersed by Messrs. Sotheby on October 26th and 27th. It includes rare proofs of Francis Dodd's work in rare state, a number by Augustus E. John, the very rare "Tête de Modèle," fourth state, by Legros, by whom also are "La Ferme de Brieux," "La Ferme de l'Abbaye" and the "Paysage au Bateau," six etchings in the "Histoire du Bonhomme Misère," one of sixty copies, and other plates in various states. Here is an extensive collection of the work of James McBey, including his Spanish, Scottish and Moorish subjects, as well as motives illustrative of the Great War, such as "The Somme Front." Among the examples of Meryon there are "Le Petit Pont" in its fourth state on old Whatman paper and the "Collège Henri IV" between the fifth and sixth state. J. F. Millet is represented by eight plates, one showing "The Gleaners" in the second state, another "The Tillers" in the fourth state, while two are lithographs of "The Potato Gatherers" (green paper) and "The Sower"



ORNAMENT AND PLAQUE OF BYZANTINE ENAMEL ON GOLD.

in the second state. There are many wonderful Whistlers, especially his London subjects—the very rare "Millbank" on trial proof without the word "London," Westminster Bridge, Thames Warehouses, Black Lion Wharf, Rotherhithe, and a rare touched proof from the cancelled plate, "Finette." The series of his lithographs is arresting and includes the "Nocturne" (lithotint), "Old Battersea Bridge" and "Mother and Child," No. 2. There is also his unfinished sketch of Lady Haden, woodcuts for book illustrations, and coloured reproductions of the famous portraits of his Mother and Carlyle. On October 27th and following day they sell Japanese, Chinese and Tibetan works of art, the property of the late Mrs. Seymour Trower and Mr. A. S. Mackerdich; also English, Continental and Oriental ceramics, the property of Lady Evans and Mr. Edward Penton.

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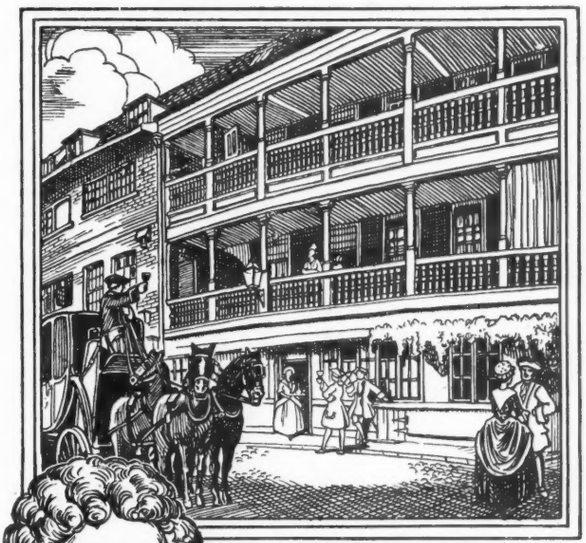
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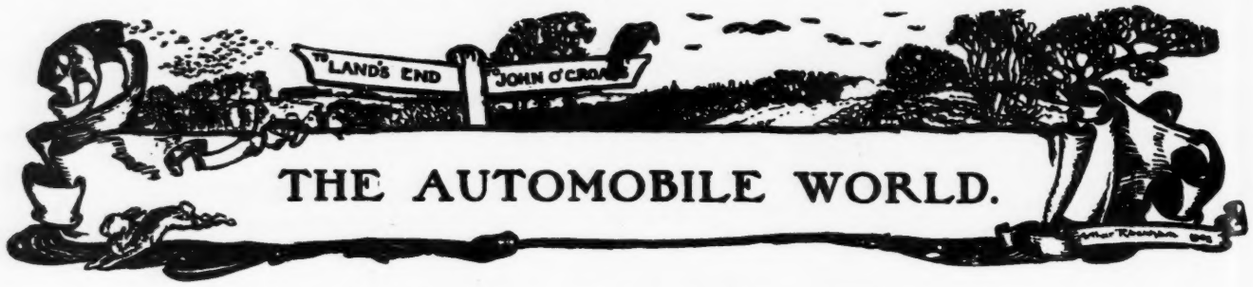
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THE AUTOMOBILE WORLD.

AN R.A.C. ALPINE TRIAL

THE full value and significance of an R.A.C. trial is too often inadequately appreciated by the private motorist. He is apt to regard it in much the same light as a race meeting, a speed hill climb, or an ordinary reliability trial; that is to say, as an affair that may be interesting and amusing enough in itself, but has no concern for him. As a matter of fact, an R.A.C. trial is on a rather different footing from any other motoring event. It is not competitive and the only award obtainable is a certificate, which consists of little more than a faithful and absolutely accurate record of the performance of car or component under test. The authority of an R.A.C. certificate is unquestionable, and the possession of a satisfactory document is to a motor car what a Kew certificate is to a high-class watch. R.A.C. trials are of many kinds, but the zenith is attained in an Alpine trial, which consists of the trial of the car from London across Alpine territory and back, a distance that roughly works out at 2,000 miles.

The last R.A.C. Alpine trial was held in 1913, the entrant being a six-cylinder Napier car, and it has remained for the Napier Company to revive this class of R.A.C. test after the war. One of the latest six-cylinder 40–50 h.p. Napier cars has recently undergone an Alpine trial, and I had the good fortune to act as part of the ballast of the car; in other words, I was one of the two passengers who, with the driver and the R.A.C. observer and much luggage, constituted the total load.

The Napier is, of course, one of the best known and deservedly most highly esteemed of all *de luxe* motor cars, and it was only to be expected that its performance on this strenuous event would be entirely creditable; but it is well to point out that a creditable performance on an R.A.C. Alpine trial is a different thing from a successful storming of Alpine passes for the mere fun of the thing. From the time it left the R.A.C. in London until it had finished its speed test at Brooklands, which constituted the second and final part of the test, the car was under the constant observation of a highly skilled technical observer, Mr. R. W. Sprague. It was quite impossible for any adjustment to be made to the car without his knowledge, and as an example of the precautions that were taken may be given the method of stowing away the car at night. When no garage was available of the key of which the R.A.C. observer could take possession, the car was enveloped in a sheet, which was tied with string and sealed with the R.A.C. seal. No part of the car could be touched, or even seen, without the breaking of the seal. As our trip proceeded this "wrapping up" of the car every night became anything but a recreation, for the sheet was normally carried on the luggage grid, and on a rough estimate I should say that when we had returned to Dieppe for the crossing of the Channel it had collected at least 60 per cent. of the unparalleled dust for which French and especially Italian roads are infamous in dry weather.

In a brief account of such a comprehensive tour and such an important event it is obviously impossible to give anything but the merest outlines of the route followed and of the incidents on it; consequently I do not propose to attempt any detailed account of the various passes negotiated, nor of the route by which they were reached. Leaving the R.A.C. at 8 a.m. on September 16th and crossing by Newhaven and Dieppe, we spent our first night in Evreux, and then took as straight a line as possible across France to Modane, which is the last town of size before the Customs town of Lansleburg is reached on the ascent of the Mt. Cenis Pass.



In Adaggio, North Italy.



At the side of Lake Lecco.



Overlooking St. Leonhard from the Jauffren

By the time that we were half way on this, the first section of our trip, it was obvious that we were in for considerably more than we anticipated. The trial was intended to occupy fourteen days, but the schedule was worked out without regard to two vitally important factors. The first was that, as petrol consumption was one of the most important aspects of the car's performance to be observed, any speed work was definitely ruled out of court; in fact our pilot, Mr. Warsany, had specific instructions not to exceed a speed of 25 m.p.h., and he observed them as conscientiously as he fulfilled the other multifarious duties that fell to his lot. But the R.A.C. observer, anxious to maintain the "restricted output" principles of the august body which he represented, could not be on duty for more than nine hours a day. If our observer had been of the rigid, inflexible type of trades unionist, this Alpine trial would probably have still been running when the doors of Olympia opened for the Motor Show. Fortunately, he realised the situation and stretched a point sufficiently to enable the trial to be concluded within three weeks.

CUSTOMS DIFFICULTIES.

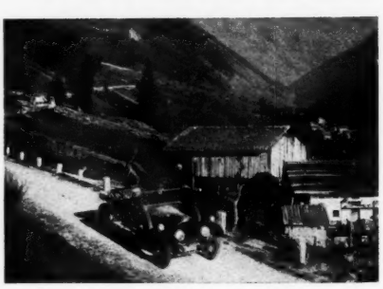
The journey through Savoy up towards the Italian frontier on the Mt. Cenis was a delightful foretaste of greater grandeurs, but hardly more beautiful landscapes, that were to follow, and it is a pity that Savoy is not more widely known to English tourists. It was on the descent of the Mt. Cenis pass that we met our first and



Beginning the descent of the Jauffren Pass.



The hairpin tunnel on the Falzarego Pass.



Nearing the bottom of the Jauffren.

THE Lanchester 'FORTY'

By Wire and Letter, Sir Charles Friswell expresses his opinion of the Lanchester "Forty."

"Arrived safely John-o'-Groat's, having done 971 miles without involuntary stop. Hills are flat and roads no trouble to the new Lanchester. *Friswell.*"

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"Further to my wire from John-o'-Groat's, I have now returned, having completed over 3,000 miles over the roughest roads and steepest hills in Scotland, having toured all through the West Coast. I am delighted to tell you that throughout the whole trip I have never had occasion to put a screwdriver or a spanner on the machine for any purpose whatever.

"Your machine is a revelation to me, although, as you know, I have had considerable experience.

"Wishing you every success, believe me, yours faithfully,

(Signed) *C. Friswell.*"

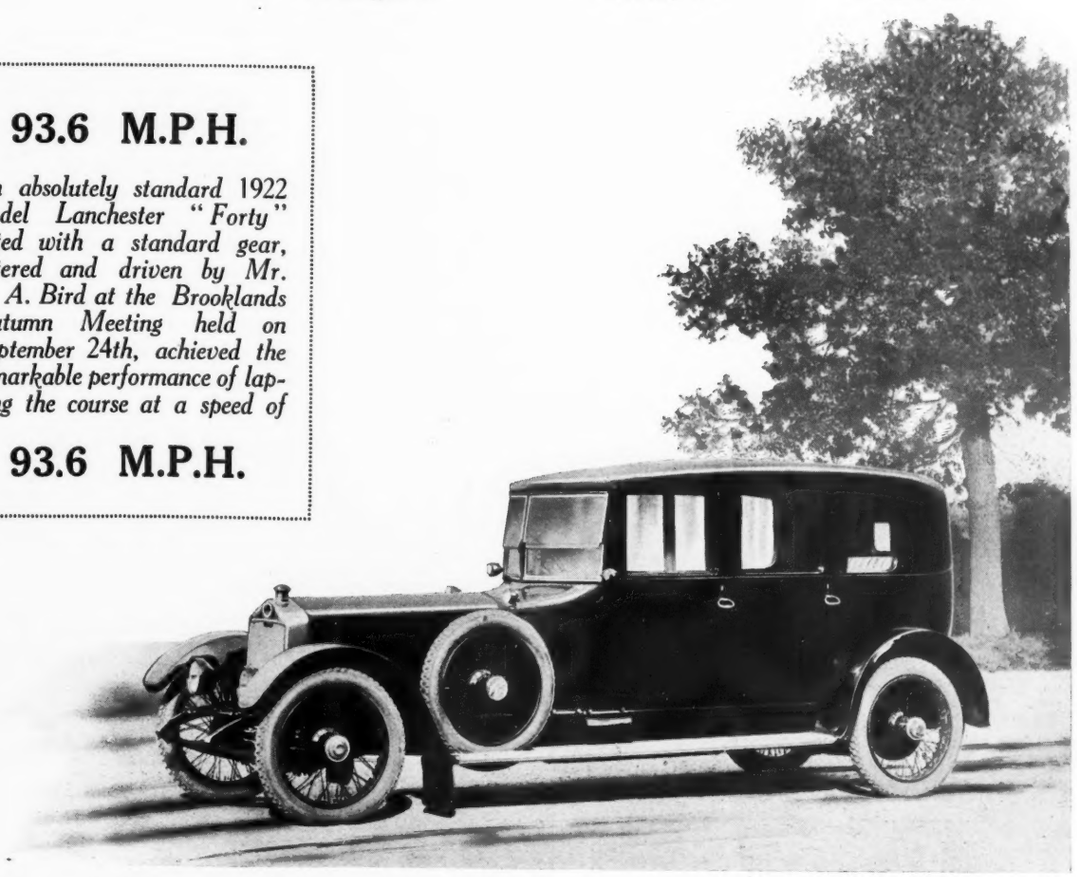
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93.6 M.P.H.

An absolutely standard 1922 model Lanchester "Forty" fitted with a standard gear, entered and driven by Mr. C. A. Bird at the Brooklands Autumn Meeting held on September 24th, achieved the remarkable performance of lapping the course at a speed of

93.6 M.P.H.



most serious rebuff. The Napier had soared up the pass in a manner that had put us all in delightfully high spirits, and we passed the Italian passport examiners without difficulty, but we had not gone far down the pass before we ran into a cloud, and with our visibility restricted to about 15yds. we had our first experience of negotiating Alpine hairpins on the down grade. And so we came to the Italian Customs, who politely but firmly informed us that we could not take our car into Italy until we had paid a recently imposed luxury tax, which amounted in our case to something like £160. This was a vigorous set-back to our well laid plans and still further increased our already considerable delay. After much discussion we decided that the best thing to do was to turn back and await the arrival of fresh funds at Modane, but half way up the pass our pilot suddenly remembered that he had a considerable amount of French money in his possession, and so we stopped in the middle of the pass, with visibility continually restricted to the edges of the road, recounted our money, and decided that we could just pay the luxury tax and have a few pounds in hand. Once again we retraced our steps, and turning a big car like the Napier on an Alpine pass in a thick fog is not an experience to recommend as a tonic for weak nerves. And so we passed the Customs, completed the descent of the pass into Susa, and managed to pay our hotel bill in Turin before proceeding to Milan to await fresh funds.

ITALY AS TOURING GROUND.

Incidentally, all our hotel bills in Italy were remarkably low. At a really first-class hotel in Turin, equipped and conducted on the most luxurious scale, we paid about 6s. each for our rooms. When we reached Bozen in the Tyrol, once Austrian but now Italian, our individual bills for a room for two nights (the R.A.C. does not allow travelling on Sundays, and so we stayed at Bozen for one of our week-ends) worked out at 1s. 9d., obviously exclusive of food, which, however, was equally cheap.

From the motorist's point of view the less said about the plain of Northern Italy the better; suffice it to say that I spent most of the time crossing the Lombardy Plain asleep in the car, but my nostrils awoke me to enjoy the picturesqueness of every village through which we passed.

Between Lecco, at the end of one of the arms of Lake Como and Bozen, which constituted a one day's run, we negotiated the Apricca, Tonale and Mendol passes, the Tonale revealing to us the first relics of the Italian–Austrian war. On entering Bozen the most casual visitor from Italy is immediately struck by the enormous difference in the countryside, populace and architecture. The Franco-Italian decrepitude and decadence disappear as by the touch of a magic wand; everywhere and everything is clean and endowed with life, but indications were not wanting that changes are looming ahead. Every time a vehicle enters Bozen it has to pay a tax, even if it is running in and out of the town many times a day. In fact, after passing into the town we rounded a sharp corner on which stood one of the tax collectors' offices, technically we had passed out of the town, although the corner faces the railway station, and we had to pay the toll. After going a short way down the street we found that we had made a mistake, and so reversed to retrace our steps along the other side of the corner; once again we were asked to pay—discretion forbids me to say with what result.

Our next day's run from Bozen to Toblach was, perhaps, the finest individual day of the trip, although comparisons are truly odious when they bring together different days of Alpine grandeur. It included the San Lugano, Pordoi, Falzarego and Ampezzo passes, with all of which the Napier simply toyed, and we finished at Toblach, a town that has been entirely rebuilt since the war, when it was wiped out. From Toblach to Nieu Spondinig was an easy day, Spondinig being the beginning of the ascent of the world-famous Stelvio, which, of course, was the *pièce de résistance* of the whole trial.

THE STELVIO AND JAUFFREN PASSES.

We took it on Wednesday, September 28th, and as regards engine power the Napier had always a good reserve, although near the top a stratum of thin air caused an ominous popping back in the carburettor and engine misfiring. But on this ascent of the Stelvio we had to reverse no less than twenty-five times, and it is excellent testimony to the car that it made a clean getaway on every occasion without difficulty. On the descent we had to reverse ten times, and so retraced our steps to Lecco, rejoining our previous route at the base of the Apricca Pass. From Lecco to Domodossola through Como was the next day's run, and from Domodossola we set out once again to negotiate the Italian Customs, this time at the beginning of the Simplon Pass. Once again delay and difficulty were our lot, for, as we had anticipated, the authorities at Esele refused to refund to us the luxury tax that we had deposited. There remained nothing for us but to retrace our steps to Domodossola, whence after half an hour's delay at the offices of the Minister of the Interior, we once again made a start without the £160, but with documents that would enable us to claim for its refund on our arrival home.

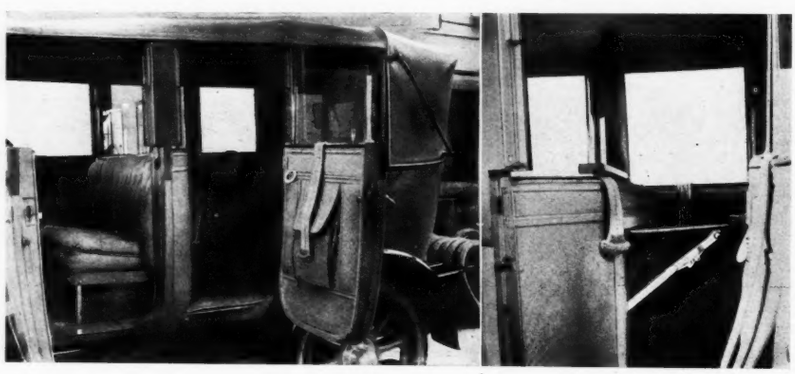
Of all the Alpine passes that we negotiated there are three that stand out with particular prominence. All the passes are magnificent and each has its particular point of attraction, but, taking all in all, the Simplon, Jauffren and Stelvio are supreme. The Jauffren we negotiated by accident on account of a detour between Toblach and Bozen made necessary because our proper road had recently been washed away, while its vegetation is more picturesque and its surrounding hills more intimate, as it were. It lies between Sterzing and St. Leonhard, and its great asset is its variety and the impressiveness of the sheer drop of 1,000ft. or so from the side of the road, which is cut in an almost vertical hillside. Other passes attain a greater altitude (that of the Jauffren is 7,116ft.). From one point of view the Simplon is more rugged in that it runs between a gorge with practically vertical sides, but the Jauffren seems to embody a ruggedness suggestive of the Simplon, and is at the same time reminiscent of the obvious Alpine scaling character of the Pordoi and other passes that have preceded it.

As one drops down from its summit and penetrates the tree line the Alps (which, by the way, are grassy slopes on the sides of these mountains and not the mountains themselves) become very prominent, and the dilapidated but picturesque Swiss type châlets give the scene a character all its own and a character entirely of grandeur and beauty. As the descent is continued the road is cut through a tunnel, and on emerging from it there is opened before the eye one of the finest vistas that it was our lot to see, right over the town of St. Leonhard across a valley of real emerald green severed by a typical mountain torrent of silvery whiteness and bounded by towering peaks. This view from the Jauffren is enough to secure for the pass a prominent place in the memory even when so many others are crowding the brain. It is probable that similar vistas on a larger but less impressive scale may be seen from the descent of the Mendol, but as we made this descent in the dark we must have been deprived of views across the plain which has Bozen as its centre that would have been implanted for ever in the mind. W. H. J.

(To be continued.)

An Innovation in All-weather Bodywork.

ONE of the most popular of closed cars at the present time is the all-weather body: that is to say, a body that may be used totally enclosed or open, so that the car becomes to all intents and purposes an ordinary touring car. A need that has been felt for some time among owners of closed-bodied cars, but which has remained practically unsatisfied, is the ability to use the car as an owner-driver's car and also to have available a separate compartment for the driver when a paid man is employed. A very neat attempt at combining this desirable feature with the all-weather body has been made by the Herbert Engineering Company, Limited, the makers of the H.E. chassis. The details of this body are illustrated, and it will be seen that the top is made to fold right back, while, of more interest, there are two curved glass windows which may be sunk right down into the dividing panel between front and rear compartments. When the dividing windows are down, the car is an ordinary owner-driver's vehicle with free communication between both compartments. When the windows are raised, one compartment is completely cut off from the other. When the car is used as an open car the side windows fall down into the side panels of the body, and their pillars folding over them give a very neat finish to the tops of the sides.



A DEPARTURE IN BODYWORK.

Two views of an all-weather body on an H.E. chassis. A special point about this body is that the driver's compartment may be either shut off from the rear of the car or be left open to communicate to it, by means of two curved glass windows that may be lowered into the dividing panel between the front and rear compartments. In the close-up view one of these windows is lowered and the other raised.

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"With reference to the 40/50 h.p. Six-Cylinder NAPIER Grey Coupé in which we have now done 3,000 miles of the most enjoyable travelling we have ever had in any car; my wife and I think that as this has turned out such a grand success, we should have another 40/50 Six-Cylinder NAPIER with landaulette body, and I have much pleasure in placing the order with you for same.

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Dear Sirs,

"I have done just under 1,000 miles, in trips of about 340 to Scotland, 250 down to Wales and 150 home, and about 200 in short runs. I managed to get a consumption of just under 19 m.p.g. on the last 150."

"During the whole time the Car received no attention beyond having the Plugs cleaned once, though they did not really need it. Considering the car was owner-driven all the time, and not touched, this seems to me exceedingly good. I was also surprised to find that a comparative novice could drive 170 miles in a day without feeling fatigued. I might also mention that I came over Shap Fell 'on top' with heaps to spare. The only trouble for the whole trip was a broken Windscreen caused by a stone thrown up by a passing car."

(Signed) R. J. TROLLOPS.

Continental Motor Shows.

THE first week in October this year has witnessed the opening of the Paris Motor Show, an event that ranks on a level footing with Olympia and the New York Shows in the matter of its interest and importance to the motoring world in general, while it shares with Olympia premier place of these exhibitions in Europe. As is usual, there is this year occasion to lament that Great Britain is very poorly represented at Paris, the reason being not far to seek. A French manufacturer can, and does, produce cars of widely varying types, all of a high class standard of manufacture. In the matter of high priced vehicles he can satisfy the rapidly diminishing demand that exists in France; in the matter of vehicles where price is of primary consideration he is effectively protected from any serious foreign competition. But the absence of foreign competition does not militate against the desire of the French maker to offer to his market vehicles that make strong appeals on the value for money basis.

On the general tendencies of design as evidenced by the Paris Show, one is emphatically prominent; this is the increasing predilection of the Frenchman for four wheel brakes, a system of braking that has many great advantages in a country where high speeds on the road are the rule rather than an exception, and in which, where hilly, ultra sharp corners abound. Although there have been many rumours that this French four-wheel braking will influence British design considerably in the near future, there seems little indication that the rumours will materialise in fact, for the British manufacturer is obviously primarily concerned in meeting the requirements of his home market, and is quite properly influenced by conditions obtaining on British roads in preference to those of countries where his cars may be, but more probably will not be taken.

Balancing the large number of ultra cheap cars, two very interesting super luxury cars made their *début*, one being a twelve-cylinder Fiat and the other a twelve-cylinder Voisin, both of which are vehicles that will certainly enhance the already sound reputation of their makers.

The introduction of small cars by big car firms who have previously specialised in high powered vehicles is very significant, and also noteworthy is the fact that among the small cars whether produced by big car makers or whether the effort of a firm specialising in the economical vehicle, the general tendency is to follow large car practice. Thus the Peugeot Quad, which has already been described in these pages, may be taken in many ways as characteristic of French light car practice. The French small car is a large car in miniature, and the cycle-car, as we now have it over here, is not popular. An air-cooled engine is to be seen on no more than two stands, and although the majority of the small cars have four-cylinder engines, even when two cylinders only are used they are water-cooled. Among the small cars are one or two luxury vehicles existing for providing luxury touring and speed work, and among them the Ballot is a welcome newcomer by a world renowned firm of engine makers. Unit construction of engine and gear-box is common, while the Ballot also has four wheel brakes, a feature that has hitherto remained the exclusive property of racing light cars and *de luxe* touring cars.

Another motor show has recently taken place in Berlin, and here the general tendency seems to be the very astonishing one of the specialisation in high-powered luxurious vehicles; but the German motorist would appear to buy his car almost entirely for its bodywork, for some most bizarre effects are offered in body outlines and colour schemes.

THE 200 MILE RACE.

Saturday, October 22nd, is the date of the greatest single event that has ever taken place on Brooklands track, the 200 mile race for light cars, of which we have already given preliminary details. There are over fifty cars entered, and the event is expected to be won at a speed considerably in excess of 80 m.p.h. Probably very few visitors will make any special effort to be present at the beginning of the race for a long distance event of this character is apt to become tedious and even difficult to follow.

A.C. SPEED AND PETROL CONSUMPTION.

THE A.C. light car has been adding to its laurels in a double manner by attempting a new twenty-four hours' record at Brooklands track and by setting up some excellent petrol consumption figures under the observation of the R.A.C. Entered by Mr. F. S. Edge, who it will be remembered opened Brooklands track in 1906 by a wonderful twenty-four hours' run on a Napier, an A.C. was driven under the new regulations by which a twenty-four hours' record may be secured in two portions of twelve hours each. For the first twelve hours the A.C. never once dropped below 70 m.p.h., and even more astonishing is the fact that the petrol consumption was over 30 m.p.g.

The other performance referred to was a petrol consumption test only, conducted under regulations which allowed of the coasting of the car down hills. Two cars took part, one covered 64.33 miles and the other 64.18 miles, a result that is notable by its consistency as well as for the excellence of the figures.

The Stanley STEAM CAR

Fiction versus Fact

Something complicated with a lot of machinery inside, a boiler, a furnace, a few dozen mysterious taps and valves and wheels and what not.

Probably a good proposition if one happens to be a loco-driver by profession, or can keep a staff of mechanics about the place.

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Infinitely simpler to handle *and* to maintain than a petrol car. The only controls are the steering-wheel, the throttle lever, the brakes and a pedal for reversing; there is no gear-box, no carburetter, no magneto or plugs.

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We shall be pleased to give you a demonstration run, by appointment. Meanwhile, send for the Stanley Catalogue C.L. 200.

Chassis Price, £1,100.

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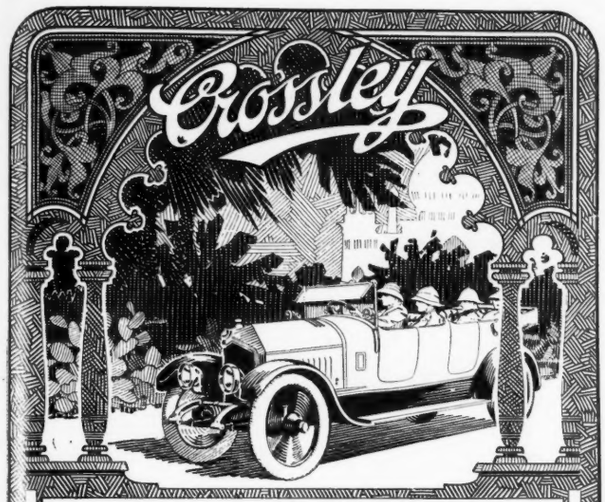
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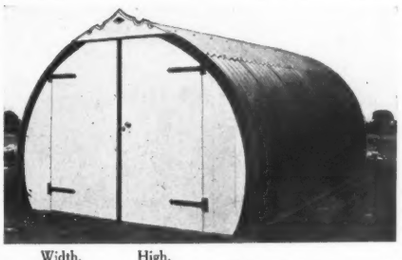
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AUTUMNAL FASHIONS AT THEIR ZENITH

FASHIONS IN FUR AND FUR-TRIMMED GARMENTS.

THE great *coutourières* have spoken. Their autumn campaign is complete, and fashions, so far as they have gone, are settled for the next three months. That there will, in all probability, be developments goes without saying, and also reservations. There is no telling yet, for example, where the wide skirt will end; that is to say, in circumference. In length it is full ankle depth for evening, but appreciably shorter for street wear. At present the full skirt seems more inclined to fall in limp, uneven folds, unless definitely set out over the hips; but, as I have said, there is no telling what may happen.

On the other hand, there is no sort of hesitation about the waist; that is long for the most part, frequently exceedingly long, jumping to the normal with *jupes* that are aggressively crinoline. Generally speaking, the silhouettes are pleasing and in no sort monotonous. In fact, it is difficult to recall a period when there was more variety; while the great majority of the models tend to a graciousness and womanliness of aspect that has long been absent, and is extraordinarily attractive. Long, loose, floating lines have likewise inaugurated a new deportment and carriage. The pose is now to move languorously, slowly, gracefully, in lieu of the short, quick little steps necessitated by tight skirts; and though bodices are long and rather loose, they are more shapely, and so exact straight backs, squared shoulders and head held well erect. At last, the slouching, round shoulder phase is over, and may it rest long in peace, for under its regime we might all almost as well have been cripples.

Materially affecting the dress of the moment are two diametrically opposed influences, the one coming from the East, Russia and China to be exact, and the other from the Sunny South, Spain. The latter made a great flare and bid for favour in the early spring, but the efforts then were too pronounced for general appreciation. So, like a faulty play, they were withdrawn and further rehearsed, and, as a consequence, are now being offered up in more agreeable manner. But there is no mistaking the Spanish influence in the deep sash-draped hips, above full skirts or *jupes* of heavy black lace, the long, slim bodice, the high comb and that high crowned, rather narrow brimmed sailor hat of black beaver; while, for those who like them, there are red heels to black shoes. The exceedingly long fringes in vogue, too, are essentially Spanish, as are also the embroidered and deeply fringed shawls, so often seen nowadays doing duty as elegant evening wraps.

From China we get direct the short, loose little coat, with its wide sleeves frequently encrusted with embroideries, fur trimmed and gorgeously lined. Then the tea-gown world is full of inspirations culled from this particular part of the world, and is, consequently, very gay and exquisite in the matter of colouring and design. From Russia comes the pouched blouse with one side entrance, which is variously expressed in short and long coats, jumpers and coat-frocks. There is, apparently, no end to the possibilities of the Russian blouse, nor to the licence taken with it. And from the same source we have the high fitting collar band of fur, and a certain type of wide sleeve sometimes supplemented by a *sous* cuff; also the high Cossack hat of fur, and the persuasive kepi. Most emphatically Russian also are all such curly furs as Persian lamb and white Thibet. The craze for Persian lamb may be said to be running at fever heat, the little kepi toque of this pelt proving especially seductive and becoming to those who are youthful and fair enough of skin to stand the close proximity of this cold hued fur.

A propos of furs in general, and the little furs, as the sets of stoles and muffs are termed, in particular, for these the animal necklet is taking an easy lead in every variety of fox, black, grey, yellow, Siberian blue and kit, followed closely by wolf and, further down the scale, by bear. Wolf, as it is now offered, can be strongly commended; it is long, lustrous and soft of texture, and of rich, sombre colouring, similar in aspect to kit fox without the white hairs, and infinitely preferable and sturdier in wear than is a poor quality of the latter.

There is much delicious coquetry to be observed in the way these animals are worn, some electing to swing them sideways over one shoulder, while others wear them deliberately back to front, the pads and brush falling down almost to the waist. The exception is to see them worn straight or in that ugly hearthrug fashion, plastered across the back. For the long, many stranded stole, skunk pursues the even tenor of its way. A little set of skunk is a covetable possession, since it is a pelt as becoming to blonde as brunette; and skunk, together with others of a like calibre, has dropped in price as compared with last year, the same applying to kolinski. If you cannot have sables—and few can nowadays; Russian sables, as can well be imagined, are almost unobtainable—then kolinski and stone marten are alternatives by no means to be despised.

In long fur wraps the free *manteau* style is inclined to predominate, both with and without sleeves. The cloaks falling in a long swallow tail point at the back are especially elegant and pre-eminently suitable to older women. Fashioned of black caracal, surmounted by a collar of pure white ermine, is one of the many distinguished expressions selected for this, a similar style in a hip length having a younger and less staid



WRAP COAT AND COAT-FROCK EXEMPLIFYING THE RAGE FOR FUR TRIMMING.

On the left hand figure there is shown a smart serviceable wrap coat, of delicate beaver-coloured *velours de laine*, trimmed with beaver fur. And on the right, an elaborate coat-frock, on which skunk plays a distinctive decorative *rôle*.

BY APPOINTMENT TO HIS MAJESTY THE KING.

The Aquascutum Coat

BY APPOINTMENT TO H.R.H. THE PRINCE OF WALES.

Pure New Wool Weather-proof and Self-Ventilating

Easy to slip on and light in wear, Aquascutum is an agressive foe to wet and chill . . . . A constant companion in comfort and healthfulness and a helpmeet to good appearance.

Extract from customer's letter:
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OUR Fur Department contains an infinite variety of Coats, Capes, and Fur Sets, copied and adapted from exclusive Paris models. Practically the whole of these garments are manufactured in our workrooms by skilled furriers under expert supervision. The greatest care is taken to provide a thoroughly reliable garment at the lowest possible price, combining refinement of taste with the highest grade of excellence.

Model Fur Cape. An exact copy of a recent French model in beaver dyed coney with edging to collar and cuffs of kitt fox, lined flame brocade.

PRICE *59 Gns.*

Also in moleskin with kitt fox, 79 gns.

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Our corset department offers quite exceptional advantages to customers. It is under the control of a clever corsetière, who personally designs every pair of corsets offered for sale. The result is that ladies are able to buy inexpensive corsets made upon the most scientific principles from thoroughly reliable materials. We have now in stock a good selection of new French corsets and corselets including the tricot corset. We specialise in corsets for Riding and for all kinds of Sports.

CORSET (as sketch), best quality tricot, cut low at bust to button at side, lightly boned, with two pairs of suspenders.

PRICE **73/6**

CORSELET (as sketch), made of Irish crochet lace and insertion, lined with fine net, with ribbon shoulder straps.

PRICE **38/6**

We have now a large and interesting stock of corselets, and shall be pleased to send selections on approval.



Debenham & Freebody
(DEBENHAMS LIMITED)
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appearance. Some persuasive little sac coats are likewise being shown, built of such furs as black Persian lamb, caracal and moleskin, and for those who can afford it, chinchilla.

Mingled furs are quite as popular as mingled materials skunk, beaver, nutria, ermine and mole all serving the trimming purpose to perfection. But there is no doubt at all that the cloth wrap with fur decorations will run the all-fur wrap in close rivalry, perllaine—a refined sort of nap cloth—*velours de laine* and duvetyn heading the list for these models, in many cases toned to the fur; or else the latter, of "bunny," is dyed to the material. Smartly built with a suggestion of shapeliness about the waist, there are few more correct and practical possessions than a coat of delicate coloured beaver *velours de laine*, trimmed beaver fur, as is shown on the left-hand figure of the adjoined group. The arrangement of the fur about the hem is distinctly novel and in perfect accord with the mood of La Mode for uneven lines.

A coat of this colouring and character represents the useful stand-by no wardrobe can afford to lack this winter, and in the *beige* suggested, grey, trimmed lamb's-wool, mole and taupe fur, or navy blue and any pelt available, it can be worn with almost any frock. Illustrating the elaboration now accorded the coat-frock in its more sumptuous aspect is the companion picture. The material suggested for this creation is navy perllaine ornamented with skunk, a narrow *ciré* ribbon girdle defining the waist. A bold, daring effect is achieved by that long line carried from the neck at one side, right down to the hem of the skirt at the other, this taking a meandering outward bend dictated by the cascaded fold of the drapery. As a whole, this appeals as an eminently cosy, comfortable garment and one, moreover, of a distinctively unique appearance. It is quite probable the Hessian or soft topped Russian boot, only very tentatively essayed by the few so far, will gather greater favour under the influence of fur-trimmed dresses and wraps and the vogue for Russian modes. They will, anyway, be quite in the picture and therefore not aggressive, as was the case when worn with the curtailed *jupe*. In shoes the very latest novelty takes the form of a double instep strap model effected in crocodile or perforated patent leather, these being furthermore distinguished by heels that are comparatively low and straight. They are *souliers* that catch the eye at once as something out of the ordinary, though they are scarcely likely to appeal to the owners of large feet; nor yet the perfectly heel-less dancing shoes which are endeavouring to creep into favour under the auspices of the crinoline frock. Otherwise, the long vamp style is the one most adopted, with the small, pointed Greek flap and guiltless of all decoration. But footgear in its every guise is enormously important, and probably more money, relatively speaking, is being spent on this accessory of dress than on any other at the moment.

Returning to the subject of furs, the acceptance of muffs is still being held in abeyance. The inclination is to dispense with them, as they are disposed to spoil the line and symmetry of the fur cuffs, often rather elaborate, being worn. Nevertheless, muffs are being shown, much smaller than of recent years and tapering off sharply at either end—models infinitely more practical and far easier to handle than the Brobdingnagian flat affairs of yore. The greatest incentive in the cause of muffs is the cost of gloves, and probably on that score alone they will once again be accorded full recognition.

And just one more detail to be mentioned in connection with peltry is the vogue for long stoles of satin and velvet, bordered, appliquéd or horizontally strapped with fur. These provide an arresting note for day wear fashioned of black velvet or a satin fringed with black monkey fur or white goat's hair, others seen being variously presented in mole or grey, to which are allied furs corresponding in tone. And for evening use there are the very seductive things of gauged chiffon, strapped across at wide intervals with bands of fur. These stoles are wide and extremely supple and can be worn spread out over the shoulders or softly twisted about the throat like a sports scarf. They are very pretty and becoming, especially in all white, for young girls, and eminently useful.

Conspicuous among the novelty furs of the season is Chinese lamb, generally known as "Slink." This is being dyed every conceivable colour, frequently to match the wrap or gown it adorns, but makes a very special appeal in a soft mouse shade that marries successfully with navy blue. "Slink" is not, perhaps, quite so tightly curled as is Persian lamb, and consequently is rather softer in appearance. It was seen used as a flounce, high collar and deep cuffs on a coat of navy gabardine on straight, severe lines, and in a becoming shade of ivory on an evening cloak of tangerine orange velvet.

The dyeing and general handling of squirrel has now been brought to such perfection as to place this fur in the first rank. Some of the most exquisite and *recherché* mantles imaginable, creations the most fastidious would not hesitate to adopt, are built of sable-dyed squirrel, the skins worked in the deftest manner in stripes, curves, dove-tailed points and divers ways, a model after this *genre* being completed by the quaintest roll-over collar like the seventeenth century ruffle.

Sable-dyed squirrel also is to be found figuring largely in millinery. A singularly pleasing toque fashioned of it was arranged on Russian lines, the high crown trailed round with chains of jet. L. M. M.



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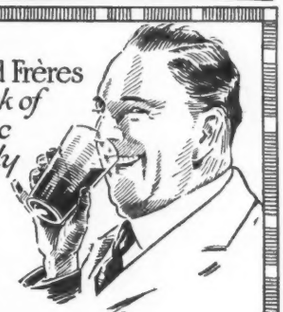
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A HISTORIC HERTFORD SILVER BOWL

TIBETAN ART OBJECTS. LACE AND EMBROIDERY.



PLAIN SILVER BOWL OF 1719. TWO OF A SET OF FOUR CANDLESTICKS, 1716.

TO all who love the fine English silver of the early seventeenth century the simple bowl herein illustrated will appeal by reason of its beauty, but for those who know the pleasant town and county of Hertford it has a special historic interest. Bowls of this type are rare in the period when the prevailing influence of the great master silversmiths, mostly of French origin, profoundly affected the design and execution of English silverwork. One can understand how difficult it must have been to make a beautiful silver object like this without ornament, for a moulding of sharply cut gadroons or bold beading will often retrieve shortcomings in proportion or contour. Here no break mars the charm of the hand-wrought, plain surface of the metal or the glorious colour of old silver in light, shadow and reflection. What mouldings there are are few, simple and unobtrusive. Where Mr. Walter Willson of King Street, St. James's, found it I know not, but this bowl is a prize worth a long search. Across the rim it measures 11ins., its height is 7ins., while it weighs 53 ozs. 7dwts. It was made in the year 1719, but the mark of the maker is indistinct. Into Hertford it was taken before 1730, for in that year it played a prominent part in a meeting, called by the Mayor, when it was presented to Mr. Alderman Charles Bridgeman for services which are commemorated in the inscription: "The Mayor and Aldermen of this Burrough in Grateful Memory of the Many good Services done by Mr. Alderman Charles Bridgeman In Supporting the Antient Rights and Liberties of the Corporation hereof have Caused this Gift to be made Him In the Year of our Lord, 1730—William Edridge, Mayor." The badge of the "Burrough of Hertford in the County of Hertford" is engraved on the bowl and also the coat of arms of Bridgeman, with the crest of a fox, sejant proper.

At Mr. Willson's, too, are a marvellously fine pair of Irish cups and covers of Dublin workmanship in the year 1708, and a set of four beautiful candlesticks with unusual baluster stems and octagonal bases. They are 6ins. high, weigh 40 oz. 3dwt., and were made in 1716.

Tibetan works of art form a prominent feature of the sale at Messrs. Sotheby's on October 27th and 28th. These are said to have been taken from the Tan-Gye-Ling Gumba, one of the chief four Ling or monastic palaces of Lhasa, when it was wrecked by Chinese invaders after the evacuation of the city by the Younghusband Expedition, its Lama having revolted against the Dalai Lama. The principal items are a votive plaque in copper gilt in the form of a temple picture on rollers, overlaid with repoussé figures and ornament in high relief showing the birth of Buddha, with Brahma, Vishnu and Siva and the sacrifice of King Moradhwoja of Ayodha; a very old votive plaque of similar shape, but having an arched top with Buddhist-Hindu figures worked in turquoise, lapis-lazuli or shell on an ornamental ground of an extraordinary variety of precious and semi-precious stones, about 18,000 pieces in all; the model of a temple in brass, of five square terraces crowned by a domed tomb for the reception of a relic, inlaid with jewels and decorated with figures in niches; a model chapel of the three gems, Buddha, Dharma and Sangha, in gilt copper and a box for offerings, said to be about a thousand years old. The sale includes Japanese objects of art and colour prints. There are also some fine ceramics.

Among the old lace at Messrs. Puttick and Simpson's sale on the 14th instant were a Venice *à réseau* handkerchief in a pattern of flower branches, festoons and foliage scrolls bearing the arms of the Baron Adolphe de Vrière, and a filet lace bedspread worked with figures representing the senses, birds, animals, flowers, conventional ornament and an inscription, mounted on red silk. The embroideries included a relic of Queen Elizabeth in the shape of a spray of flowers in natural colours outlined with gold in fine *point*, which belonged to the Earl of Essex and formed part of the royal bedcover when Queen Elizabeth slept at Twickenham Park; a pair of curtains and two valances worked with birds and conventional flower branches on a white ground, English work of the seventeenth century, and an ecclesiastical panel, embroidered with cherubs' heads, birds, animals and branches of flowers, while the borders contained medallions enclosing female saints. Very charming was an English brocade dress of the eighteenth century. There were several Italian copes of the seventeenth century, and a curious set of ecclesiatical vestments of Chinese needlework embroidered with phœnix, kylins and branches of flowers in colours and gold thread. At this sale a set was exposed of three pear shaped vases and two beakers brilliantly enamelled with fighting cocks among peony branches and rocks with borders of pink diaper, *famille rose*, Ch'ien-lung.

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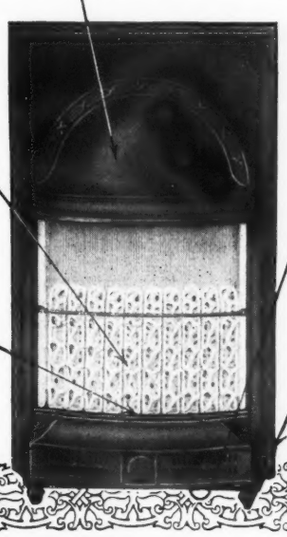
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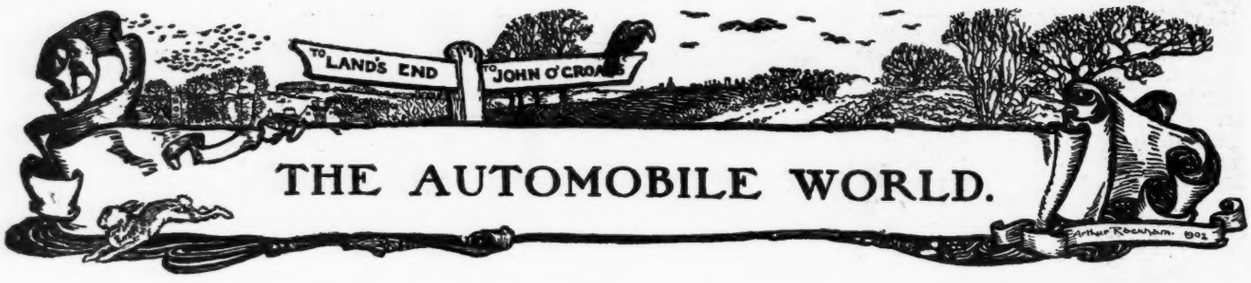
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AN R.A.C. ALPINE TRIAL.—II

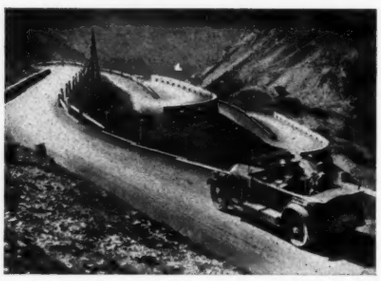
I PROPOSE to say very little about the Stelvio, for the simple reason that any words of mine would be absurdly inadequate to cope with the magnificent panoramas of Nature that one meets at every turn and the wonderful triumph of human engineering skill that the road exemplifies. Suffice it to say that there are many Alpine passes, but there is only one Stelvio, which, by the way, was built by the Lombardic Government in 1825 under the supervision of a Lombardic engineer, and therefore it is not, as is generally supposed, solely the work of the Austrians. The Stelvio is the highest carriage road in Europe and probably in the world, its summit being 9,041ft. above sea level. Whether the ascent or the descent is the finer I hesitate to pronounce. They are different in character. The gorge of the ascent is wider and the mountains are higher, but on the descent the narrowness of the gorge gives the mountains the appearance of greater height and imposes a sense of more intimate awe on the occupants of even a Napier car as it is sweeping downwards.



At Trafoi—the beginning of the Stelvio.

THE SIMPLON.

Returning to the Simplon, this pass probably offers the most beautiful of what may be called examples of individual and compact scenery on the whole trip, for just after the Swiss Customs are passed the road, continuing through its rugged and narrow gorge, is flanked by a mighty waterfall, which in turn is bounded by an Alpine pass in miniature. As for gradient, the Simplon is even more gentle than the majority of Alpine passes. Its gradient never exceeds 1 in 12, although, of course, none of the passes has a steeper gradient than 1 in 10, unless the driver chooses to get on the inside of the hairpin corners, which is inadvisable as well as unnecessary from mere considerations of driving safety.



Two Stelvio hairpins—on the descent.

At the top of the Simplon there was evidence of great havoc wrought by a deluge either from a cloud burst or from some sudden access of volume by a mountain torrent. Houses were broken or washed away, and at the bottom of the pass we had seen the remains of what must have been the fair-sized village entirely obliterated. Huge boulders seemed to have been thrown about like giants' bowls. It was shortly after passing this scene of destruction that the Napier encountered the only serious obstacle of its trip, which once again was a matter of mixture proportions and not of engine power. Although none of us noticed it personally, the air must have been extremely rarefied, for it was with great difficulty that the skilful driver succeeded in keeping his engine up to its work. Finally the summit was crested and Alpine grandeur at close quarters definitely left behind.

The long and tedious trip across the flat plains of Switzerland along the Rhone Valley and then on to Lake Geneva proved the most trying section of the route for at least one member of the party, but we landed at Bex-les-Bains as happy and as contented as we had been ever since the reconciliation of R.A.C. and Napier principles in France. It was alongside Lake Geneva that we had the experience of being caught in a Swiss police trap. At a speed of 38 kilometres an hour we were held up by a policeman who, having demanded and secured his fine of 10frs., allowed us to pass on. Switzerland stands out in our minds for two things. The first is the readily expressed dislike of the country inhabitants for foreign tourists, the strangeness of which needs no comment. The second was the expensiveness of everything we wished to buy; obviously the rate of exchange was the explanation, standing as it did against us, instead of in our favour as was the case in France and Italy. In fact, everything in Switzerland combined to present a great problem to our minds—why do people go there for holidays, when finer scenery, cheaper living and quite as important if not more so, a more courteous populace may be enjoyed just across its Italian or French frontiers? Also I left it with a sense of duty unfulfilled, for we had passed the Castle of Chillon without even an attempt at a photograph, so anxious was our driver to live up to the reputation he has already earned in these pages and to his sobriquet of "The Pusher."



In Savoy.

Immediately after Geneva on the northern road are situated the Swiss and French Customs, together with the passport officials. Here we had our documents signed and stamped, and thence made our way over the Jura mountains to Dole, the stamping of our forms and the name of our destination making way for a pun that our Irish photographer could not resist. It was after the summit of the Jura that, looking backwards over the plain and lake, we got an impressive glimpse of Mont Blanc towering in snowy splendour above the lesser peaks on the southern side of the lake. The Jura are quite interesting and attractive, but made little impression on our satiated senses after the crossing of the Dolomites and the Tyrol. From Dole, with Provins for a night's resting place, to Dieppe the going is typically northern French, which is never a compliment, but with the roads as they are now anywhere within fifty miles of Paris is actually a painful reminiscence. The only relief from the pot holes and the monotony came when we stopped to gather apples from the trees that in places line the roadside for miles, when we inspected bridges over the Oise undergoing reconstruction after the war, and when we snatched a moment to wonder at the tapestries of Beauvais Cathedral.



Nearing Modane.

Of the remainder of the trip all that is to be recorded may be set down in figures, which are so extraordinary in themselves as to leave no room for comment. From the time of leaving London until its return the Napier had no water in its radiator. Before the Brooklands speed test the radiator was filled up, and required 4½ pints of water only. No oil was added to the engine, but the consumption was about 1½ gallons for the whole distance. The speed test on Brooklands revealed the very excellent performance of 72.38 m.p.h. over the flying half mile, and this without any intervening adjustment or attention further than oiling and greasing. Finally, and most extraordinary of all, the petrol consumption works out at something like 19 m.p.g. for the whole trip, although, as the R.A.C. certificate is not available at the time of going to



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Marcus Aurelius on Insurance

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St. James's 22

press, this figure must be taken as purely approximate. It is, however, sufficiently near the actual consumption to constitute a record in motor car performance. W. H. J.

A New Puncture Preventer.

ANYTHING that promises to abolish the puncture fiend deserves a warm welcome; but unfortunately there have been many efforts at producing puncture preventers, and many of the compounds have done more harm than good. While they have prevented, or rather cured, punctures quite satisfactorily, they have injured the tyres to such an extent that the remedy has been worse than the disease, and many motorists after experience with some of these compounds have decided that they would prefer the original evil of a frequent puncture to the fresh evil of tubes with a very much reduced life that sooner or later, generally sooner, reach the stage when they cannot be repaired.

Unfortunately, an R.A.C. certificate recently issued on "Jackson's Impervo" Puncture-Seal does not give any information of the effect of the compound on the tubes. The material is a thick liquid having solid matter in suspension, and a charge for 880mm. by 120mm. tyres weighs approximately 2lb. 10 oz. In the trial only two of the four tyres on the car were treated, the other two being left untreated and not punctured, in order to determine the variation of air pressures following the rise in temperature that would take place in running the car. The comparison between the treated and untreated tyres thus shows the actual value of the pressure figures obtained in respect of the treated and punctured tyres. Reference to the certificate shows (*a*) pressures of the tyres did not fall on puncturing, (*b*) the pressures still did not fall after running fifty miles after puncturing and (*c*) the pressure did not fall after standing for twenty-one hours, otherwise than corresponding with the accompanying fall in temperature—from 80° when punctured to 74° when standing.

The Springing of Cars.

WITH the general efficiency and standard of chassis production of motor cars on a continual up grade it is somewhat surprising to see that many manufacturers whose productions are generally regarded as first-class are still lacking in a due appreciation of the importance of springing. Springing is a very important subject and one that vitally affects all car-users; in fact, it affects them in many ways that are often not appreciated. Interest has again been focussed on it recently by an announcement emanating from the Dunlop Rubber Company, Limited. This announcement makes the rather unorthodox suggestion that where the springing of a car is unsatisfactory it may often be improved by increasing the pressure in the tyres. It has, of course, been hitherto regarded that decreasing the air pressure in the tyres will improve the riding qualities of a car and this is certainly true up to a point, but it has real disadvantages in increasing tyre wear and reducing the performance of a car. Therefore, this suggestion of increasing the pressure rather than decreasing it is heterodox. Some readers who have cars that are not quite satisfactory in their springing may care to try the experiment and let us know the results.

"Where's Where."

THE first attempt at what may be described as a codification of transport has made its appearance under the title of "Where's Where," obviously a "revised version" of "Who's Who." Transport is one of the biggest problems of to-day, and it is a somewhat remarkable fact that hitherto it has had no "Bible," as it were. To give the new book its full title, the "A B C Motor, Marine and Aircraft Guide, 1921," is compiled by W. C. Bersey and A. Dorey, is published by the Red Book Publishing Company, Limited, and the Technical Publishing Company, Limited, of 1, Gough Square, Fleet Street, London, E.C.4, and sells at 7s. 6d. net. Consisting of 600 pages, the book gives the names of 4,670 towns and places in alphabetical order, while under each town is given such information as Parliamentary, including the number of divisions and the names of the sitting members, local authority, police, registration authority of motors, air navigation, comprising the names and particulars of the nearest aircraft stations; railway information, general commercial information, clubs and associations, motor omnibus services. hotels, garages, etc.; while in the case of seaport towns, local sea routes from the docks, with rates, are given. Not only are the speed limits for every town given, but they are given in the actual wording of each enactment, with the date and reference.

As a comprehensive gazetteer, "Where's Where" undoubtedly satisfies a great want. Its plans of the principal towns are of real value, but we would suggest that the utility of the book would have been further increased had it contained a few maps of the country in addition to those of the towns.

ITEM.

Coventry's Motor Factories.—The position of the various local motor car and motor cycle factories have been marked on a street plan of the city by the Coventry Office of the Automobile Association, and this map, together with an index, can be seen at the Automobile Association's office, 23, Hertford Street.

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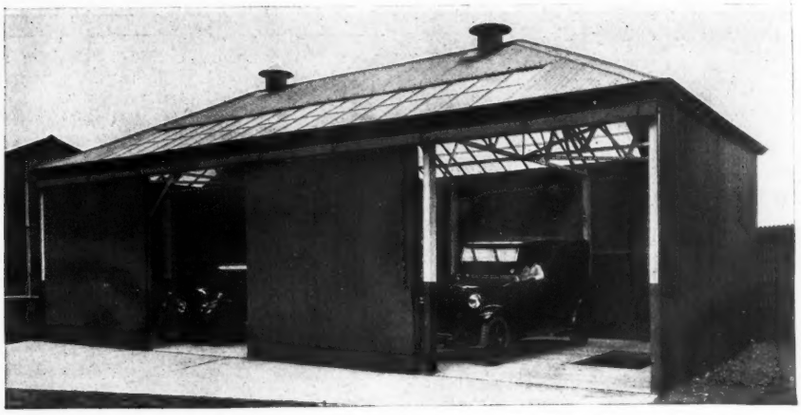
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Englishwomen, generally speaking, have never been better dressed than is the case at present, and they have never spent less—that is, relatively speaking. Prices are still above pre-war level, but more is achieved at a proportionately small expenditure. Then the feeling and understanding of what constitutes good line has been brought to a very high pitch, the result finding expression in frocks that are singularly simple, but at the same time amazingly arresting in aspect.

Evening frocks, according to the wearer's taste and style, may be frivolously fragile, buoyantly *bouffant*, or classically draped. One notable *couturière* has allowed fancy to run riot in Eastern effects, bringing tightly swathed draperies from the back, where they almost touch the ground, to the front, where they are caught up in shortened folds over some delicate lace petticoat or sheath underdress of tissue. The bodices to these skirts are very slim, very straight and long-waisted. Essentially Oriental are such models, and magnificent, often accompanied by weird head-dresses which drip mock jewels or beads in long festoons on either side.

Other little evening frocks adorable for the dance *débutante* are just slender chemise things of soft ivory satin or *crêpe Marocain*, roped round the hips by a heavy plaited girdle of gold, a floral garniture or, again, that amusing Eastern *rouleaux* of two colours, twisted loosely together. These confections are of no particular date or period, but have a charm all their own, though it rests with the young and fair to exploit them to their best perfection.

Taffetas is once more in great demand for evening wear, having floated into favour under the auspices of the full crinoline *jupe*. Taffetas and its close rival, *faille*, are both ideal for the expression of this vogue, and skirts of these fabrics are either carried to the ankles, or else cut off short in fancifully curved hems over petticoats of metal-run lace. A dear little frock after this *genre* was in *pistache* green taffetas over a silver lace *jupon*, the close-fitting normal waist bodice being carried right off the shoulder in true Early Victorian manner and resolving into the tiniest *pouf* sleeves of *pistache* green tulle, just lightly touched with silver lace, narrow shoulder straps of silver ribbon holding all in place.

The silver lace now being used, by the way, is of the kind and quality hitherto associated with stage dresses. It is exceedingly light and fragile in appearance and is to be seen employed in the narrowest widths as tuckers edging flounces and the like. A wonderful dance dress carried out in a full rose shade of taffetas was flounced from waist to hem, each *volant* stitched at the edge with this silver *dentelle* scarcely measuring half an inch in width, that was repeated on the wee *pouf* sleeves and round *décolletage*, the whole strangely reminiscent of the Second Empire.

Similarly of the stage and fairy queen order are the gold and silver tissues now in vogue, these having a more solid, close texture than the tissues of yesterday. At first they are apt to strike one as garish and more fitted for the footlights than a room, but the eye in time gets attuned to the novelty of the appearance. Dropped over a sheath-fitting underdress of this new tissue in gold was a straight tunic of chestnut brown tulle, embroidered in a dazzling waterfall design with bronze bugles and gold beads, long floating draperies of the plain tulle sweeping the ground either side.

Supremely representative of what is being worn in the way of clever draperies is our pictured model. This gown, of black chiffon velvet, looks as though a width of the material had been taken and just swirled round the figure, the superfluous fulness forming a smart, assertive cascade drapery one side the front, caught by a flaming poinsettia. The underskirt and half the bodice are of soft tea rose tinted lace, to which the stockings are toned, black velvet shoes with scarlet heels adding a finishing touch.

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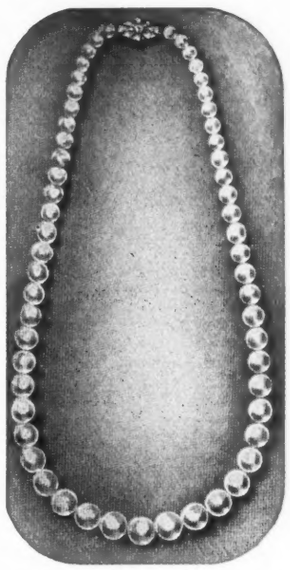
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A LIFE OF JACK LONDON

AN EXTRAORDINARY CAREER

THOSE familiar (and who is not?) with the stories of Jack London will not be surprised to hear that his actual life, as revealed by his widow, Mrs. Charmian London, and published by Messrs. Mills and Boon on Friday of this week, is a faithful reflection of what one might have conceived him to be. In other words, it is the strangest, wildest, most fascinating story which has ever been drawn from the Bohemia of modern letters. Mrs. London describes her husband when he was posed on the roof of the *Examiner* building, before going as war correspondent to Japan, as a "very lovable, very boyish, unmodish person, much tousled as to curls." Her description is thoroughly borne out by the abundant photographs. They would show, even if his career did not, that Jack London had a splendour of heart and spirit, an inner self over which the splutter of adventures, many of the most unlovely order, passed without leaving a stain. Prudes may shudder at some of them, but those who recognise that it is best to face the facts of life will rejoice that there are natures which it is impossible to debase. Yet it is only at the end that this can be said.

The tale involves a succession of incidents that on a superficial glance might have been expected to lead to corruption in its worst form. There is no mincing matters in the book. The child becomes intoxicated at five through drinking his father's beer, and though this was an accident which drew only laughter from the manly parent, the boy in his teens went to every possible length with women as well as drink. Mrs. London does not conceal it and she does well, because her late husband was one of the few who could bathe in those foul waters and yet emerge from them unstained. The book, however, will be read, not for the purpose of establishing a moral, but as a most curious human document. The boy had shaken hands with poverty "up to his oxter," as an old St. Andrews' professor once phrased it, and yet he came of good blood. The first progenitor of whom we hear is Sir William London, who, in the time of Washington, foreswore his native England and became an American citizen. The father of Jack was his descendant. "He is described as the big, quiet, long-bearded man from the Middle West"; if not very robust looking, his long face is lit up with humorous eyes and he had small-sized, efficient hands which his son inherited. In his son's very worst times John would say to his wife: "Don't you worry about Jack, mamma. He'll win out, I tell you—he was built to win, and nothing can stop him from winning, nothing at all."

Jack London's youth can best be shown by episodes. At fourteen, we find him in the cabin of the opium smuggler *Idler*. "Here I sat, inside my first ship, a smuggler, accepted as a comrade by a harpooner and a runaway English sailor, who said his name was Scotty." One of his boasts was that he "drank with them, drink by drink, raw and straight, though the damned stuff couldn't compare with a stick of chewing taffy or a delectable 'cannon-ball.'" A moral drawn by the youth was that the man was lucky who became thoroughly intoxicated after a couple of glasses. "The unfortunate wight is the one who can take many glasses without betraying a sign." He reminds us of a new gardener who was described to a Scottish mistress as "not exactly teetotal, ma'am, but he's yin ye canna fill."

Our next glimpse of him is at a cannery between the ages of fifteen and sixteen. He worked sometimes from eighteen to twenty hours at a stretch. Out of the society of the cannery girls, who were no better than they were called, he emerged as an Oyster Pirate. At sixteen he commanded his own *Razzle Dazzle*, and had the distinction, such as it was, of being the only skipper in the fleet sailing with a woman aboard, and it made a sensation.

Our next little cameo will be taken from Jack as a hand on board a sealing ship called the *Sophie Sutherland*. He is between seventeen and eighteen years of age and passes as an able-bodied seaman. The following account will show how the author of "The Game," which many critics thought had been written by one who had never used his fists, had a real rough and tumble fight with a huge-boned Swede called Red John.

"Suddenly boiling over, the incensed giant let go the coffee-pot he was carrying and gave the boy a back-handed blow across the mouth. Like a flash Jack landed on the other's eye, dodged the return swing of the sledge-hammer fist, and the combat was on—the strangest ever seen by their mates, who scuttled into bunks to be out of the way to enjoy the show—the hunter, Pete Holt, with special interest in the trying out of his prospective boat-puller. With that cat-like swiftness he later ascribed to his "Sea Wolf," Jack had outflanked the foe and sprung upon his shoulders, where he clasped powerful short legs in a strangle-hold about the roaring bull-throat, while his fingers sought eyes and windpipe of the confounded, raging brute under him. The only recourse left the Swede was main strength, which he used, perhaps by mere instinct, in butting his captor against the deck beams. This inflicted bloody and painful damage to the young tiger's scalp and crouched shoulders. But those excruciating pointed digits in larynx and eye-sockets settled the issue, and the tormented viking was forced to give in by hoarsely bellowing assent to Jack's breathless repetition of 'Will y'leave me alone, now? Will y'let up on me for keeps? Will y'leave me be? *Will* yuh? *Will* yuh?'"

We must pass his adventures in certain islands close to Japan during the years 1893 to 1894, though in a book less astonishing they would be considered very out of the way indeed. After that comes a long account of his tramping when his fortunes touched their *nadir*. On May 24th he says: "We went supperless to bed. Am going to pull out in the morning, I can't stand starvation." And that will give a clue to this long chapter in his career. The adventure of this epoch, which is most out of the way, occurred at the village of Niagara. He was trapped by the police and brought before a court which had a rough and ready way of dealing with the tramp. It is put this way: "A hobo stood up. A bailiff droned, 'Vagrancy, your honour.' 'Thirty days,' enunciated the court," and the trial was over. London's offence was that he could not name a hotel in the unfamiliar town and he gave a name "John Drake" which he used occasionally instead of his proper name, which was on certain letters in his possession. So like a literary man he was cogitating a fine defence and thinking out the speech he would make to the jury, but he was told by the judge peremptorily to "Shut up!" before he had completed his first sentence, and so, without being allowed to plead guilty or not guilty and without any appeal

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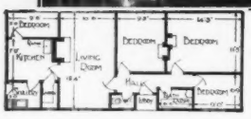


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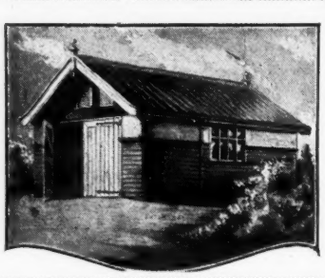


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to jury, he was sentenced to the lash and afterwards handcuffed—his small white wrist to the big black paw of a huge negro—and marched away to the train for Buffalo. In spite of all this he was turning his eyes to study and scholarship and future fame, but he had a lot to go through yet. In order to get the money to pay for college fees he worked at the model steam laundry of Belmont Academy, or, in the words of his biographer, "Jack sweated as a laundryman for the munificent sum of thirty dollars per month." Yet because it was for college he himself confessed afterwards, "This was the only time that I worked because I loved it." Now in his twenty-first year came the adventure of Klondyke, on which no more need be said than that his admirers will find it a priceless supplement to those of his books which had for stage the Yukon and for characters the gold-seekers. Many and terrible were the adventures, particularly the one in which he made a two-minutes' passage in the *Yukon Belle* down Box Canyon, where "the confined volume of water gathers terrific speed, marked by huge boilings and stiffly up-thrust waves, and its action against the canyon walls causes the water to rise in a sort of hog-back in the centre." He came out of Klondyke as poor as he entered it in worldly possessions, but rich in experience and observation, which, after all, were as convertible as any product of the mine.

Mr. W. B. Hargrave, in a letter to Mrs. London, gives a very fine picture of the youth as he was in those adventurous years: "It was in October of 1897 that I first met him. . . . No other man has left so indelible an impression upon my memory as Jack London. He was but a boy then, in years . . . but he possessed the mental equipment of a mature man, and I have never thought of him as a boy except in the heart of him—the clean, joyous, tender, unembittered heart of youth. His personality would challenge attention anywhere. Not only in his beauty—for he was a handsome lad—but there was about him that indefinable something that distinguishes genius from mediocrity." The second volume begins with his appointment as war correspondent to the *San Francisco Examiner* in 1904, when his fame was established and rapidly growing. His letters from the East, we understand, are being published in a succeeding volume, but he complains that the Japanese gave very little opportunity to the journalists who accompanied their army. Military jealousy of the press was indeed not completely broken down till the occurrence of the great war.

Mrs. Jack London has done her work well. She is frank to a degree and unhesitating in describing the weaknesses of her husband, yet it is always done in a way that leaves the reader assured of her invincible love and admiration. She sees the greatness of the man so clearly and fully as to be able to look his weaknesses in the face with equal bravery.

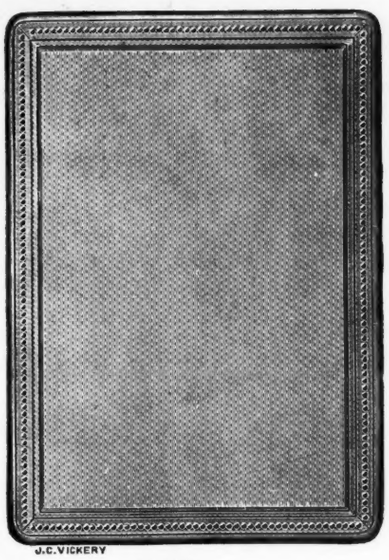
WINTER ARRANGEMENTS

NOW that the wonderful summer warmth at last shows signs of declining into autumn cold we may expect winter soon, many weather-wise people say, a severe winter. Perhaps there is not, for the house-wife, a pleasanter moment in the whole of the year than this, when she makes her final preparations for the winter comfort of her household. It is now that a few last touches in the way of warm curtains, the banishment of cold-looking chintzes and so on mark a delightful difference between the summer household and the winter one. No *châtelaine* of a country house could well decide on a better material than corduroy velvet for covering chairs and settees in a much-used room, such as the smoking room or a billiard room. At the beginning of this year Messrs. Williamson and Cole (of High Street, Clapham, S.W.) were offering this material at 14s. 11d. a yard. It was then reduced to 9s. 11d., and is now 8s. 9d. At either price it would form an excellent purchase, not only for coverings, but for *portières* and warm winter curtains, but at this lowest one it is a positive bargain. The range of colours is a very good one, the material having been dyed specially for Messrs. Williamson and Cole, and includes grey, mauve, blue and wine colour, and many others all delightful. For beautiful colour effect and hard wear nothing could be more satisfactory. Messrs. Williamson and Cole have also a splendid range of tapestries in which the "Hexigan" at 3s. 11d. per yard, 50ins. wide, shows a fine black pattern on a bright brown ground and is an extraordinarily cheap and serviceable fabric, while the range includes such beautiful things as the "Antoine" tapestry at 23s. 11d. Messrs. Williamson and Cole are making the "Grandora" curtains in tapestry with a border of velvet and trimmed with antique braid at 11 guineas a pair, 3¼yds. long. Any other length of the curtain or make of tapestry can be made up at a proportionate cost. A settee and chairs covered with the same materials to match the curtains are a new and happy inspiration. But not for materials alone are Messrs. Williamson and Cole well known. Their catalogue, "The Home Beautiful," shows illustrations of furniture of every description, We illustrate a small escritoire of a neat and elegant design.



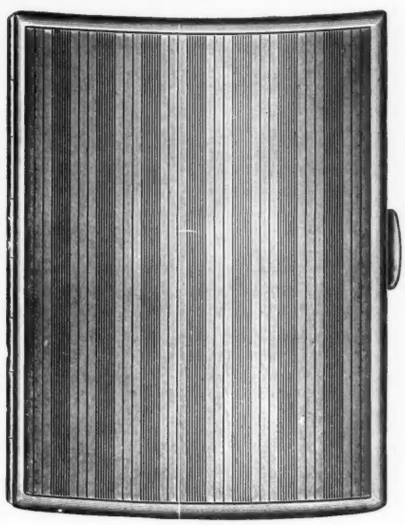
AN ESCRITOIRE FOR A SMALL ROOM.

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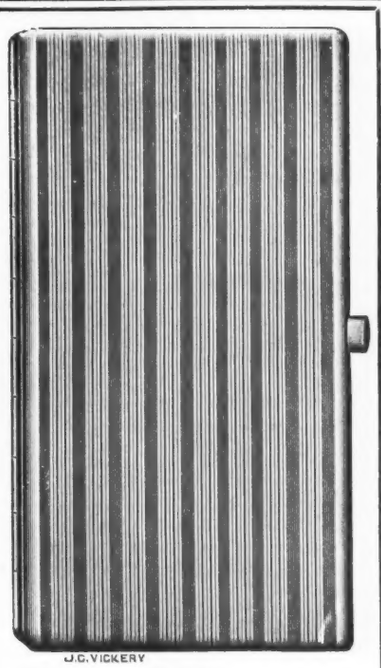
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177 to 183 REGENT ST, LONDON, W·1·
By Appointment Silversmith etc. to H.M. the King Jeweller to H.M. the Queen Silversmith to H.R.H. the Prince of Wales

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The new models in Knitted Goods are of an exceptionally interesting character and include a large selection of Sports Coats, Capes, Jumper Suits, Costumes, in pure wool, cashmere, alpaca, real silk, and artificial silk, all of which are now so much in demand. The stock is particularly well assorted, all the latest colours being represented.

Fleecy Woollen Coat with new rib stitch introduced. A practical garment for general sports wear. In a wide range of seasonable colours.

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LUTTRELL ARMS, DUNSTER.

A most interesting Old English Inn at Somerset. It is easy to picture the good old days when connoisseurs of wine had leisure to give to the appreciation of such an important matter as a bottle of Port.

But the race of connoisseurs is by no means extinct, witness the demand to-day for "Concord," the brand name which marks the *best* in Port.

CONCORD PORT

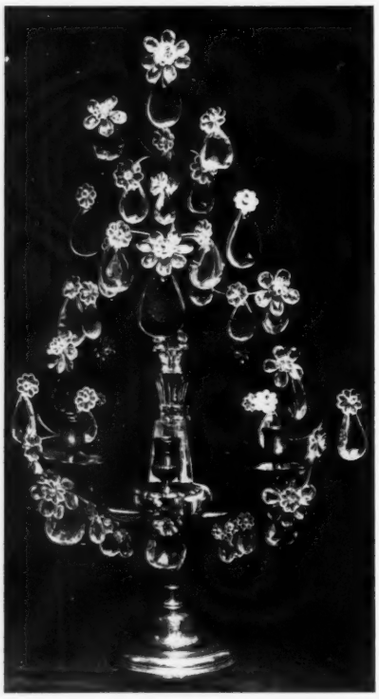
W. H. Chaplin and Co., Ltd., 48, Mark Lane, London, E.C.3.

P 4

THE CHARM OF CRYSTAL CANDELABRA

OBJECTS OF ART AND CURRENT SALES.

THE cut glass candelabrum of the eighteenth century with its pendant prisms and florets passing the candlelight into an ever-changing glory of primary colours was the crowning piece of the table furnishings. There is, however, a more wonderful medium than mere glass for the production of this effect. The extreme brilliancy and purity of rock crystal give even more charming colour. This is evident in the pair of rock crystal candelabra, one of which is here illustrated, the property of two Irish ladies, Miss Eleanor Perrsé, late of Kildare Street, Dublin, and Mrs. Alexander Hore-Ruthven, and exhibited in their galleries, 52, Brook Street, Grosvenor Square, W. The designer of these candelabra had nothing to learn. The form of base, the graceful curves of the arms, the skilful massing of crystal round the central spires and the general silhouette, as well as the disposition of



ONE OF A PAIR OF CANDELABRA IN ROCK CRYSTAL.

flowers and pear-shaped lambent pendants, show the mind of a master. They are probably unique and of French workmanship. Another large crystal is most beautifully mounted in a framework of silver ornament supporting a finial female figure. The ladies possess a splendid collection of old Irish glass, including two beautiful Waterford oval mirrors with a frame of blue and white glass, large boat-shaped bowls with turn-over edge, salt-cellars of boat shape on stems and bases, and a set of finger-bowls signed "Francis Collins, Dublin," to whom there is reference about 1780. There is, too, the great punch bowl of English glass. Of Queen Anne silver a veritable treasure in the form of furniture for a doll's house is shown. The fireplace with its furnishings complete, the kettle on its stand, the plate-stand containing ten little plates, the bedroom and table candlesticks and the tankards are some of the items of marvellous miniature silverwork by the maker whose mark is A. C. Of great historic interest is the gold Royalist ring, which bears a miniature of King Charles I in its bezel. By closing the finger and applying pressure a spring caused the king's miniature to turn over and a blue stone to take its place. The galleries contain fine specimens of furniture, which show, in common with other objects, exquisite taste in selection.

Some most interesting things are included in the two days' sale at Messrs. Sotheby's beginning on November 3rd, on which the collection of "Bygones," mostly of the eighteenth century, formed by the late P. Berney Ficklin, is to be dispersed. It consists of a multitude of small objects, caskets, étuis, tinder-boxes, candlesticks, buckles, snuffboxes, miniatures and jewellery. A casket containing hairs from Edward IV's head and beard, and hair of his Queen taken from their vault in 1789, and rings with such mottoes as "No joy to me on earth but he" and "Hart's content cannot repent," possess human interest.

From the collection of the late Marcus B. Huish come interesting textiles, including six samplers each worked with the 119th Psalm in verse under buildings (probably of Calcutta), the first inscribed "Mary Anne Platt wrought this Sampler By the Direction of Mistress Parker, School Mistress in the Orphan School near Calcutta, in Bengal, East Indies." dated February, 1797, and others by Maria Johnson, Elizabeth Spellman, Sarah Reed and Anne Brown—a record for their descendants. Objects of art have been sent by Sir Robert Hadfield, Sir Herbert Thompson and Mr. E. R. Moon to be sold for the benefit of University College and Hospital Athletic Ground Fund. There is some Gobelin and Soho tapestry with an Aubusson panel showing a boy carrying food to the harvesters, signed I. Covber. Faith, Hope and Charity under canopies on a background of flowers and knots is the subject of a remarkably fine stump work panel. It is decorated with thistles, roses, fritillaries, lilies, carnations, peapods, grapes, reptiles and fruit. On a tablet held by Faith are the lines:

By Faith, by Hope and Charite we
Are borught to Felicite, 1630, M.B.

Among the English furniture is a mahogany three-topped writing and gaming table on club legs. The first top is of polished wood, the second has four sunk oval counter wells lined with crimson cloth, the third is fitted with writing materials lined with crimson cloth having a well beneath.

On October 21st Messrs. Puttick and Simpson disposed of English and Chinese glass, Chinese carvings in crystal and hardstones, objects of art, old English furniture, and Oriental carpets and rugs. With the glass was a remarkable cylindrical tumbler cut with panels of hobnail pattern and bearing a medal of Henry IV of France. The Chinese furniture included an old shrine of black lacquer with gold interior, and a brass diamond-shaped hanging lantern modelled with figures of Buddha. From Sefton Park, Liverpool, the property of the late Sir Rubert Boyce, came a Jacobean oak coffer, the front carved with figures of saints with interlaced ornament divided by fluted columns, and a Jacobean oak refectory table. In the sale were Majorcan kingwood and mahogany chests of drawers with a Catalan marqueterie chest from the Earl of March collection and a number of Eastern rugs. D. VAN DE GOOTE.

Sturm & Knight

ANTIQUES

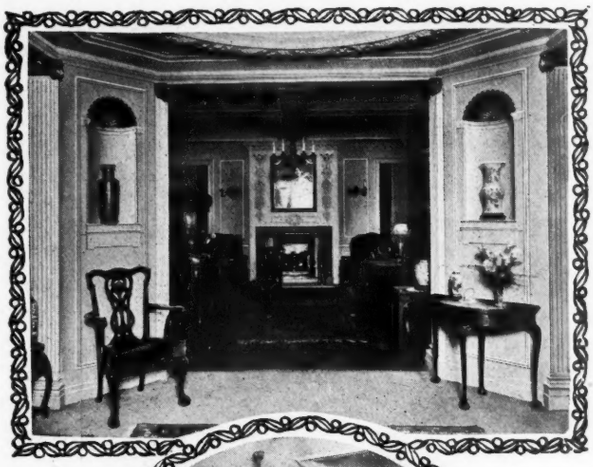




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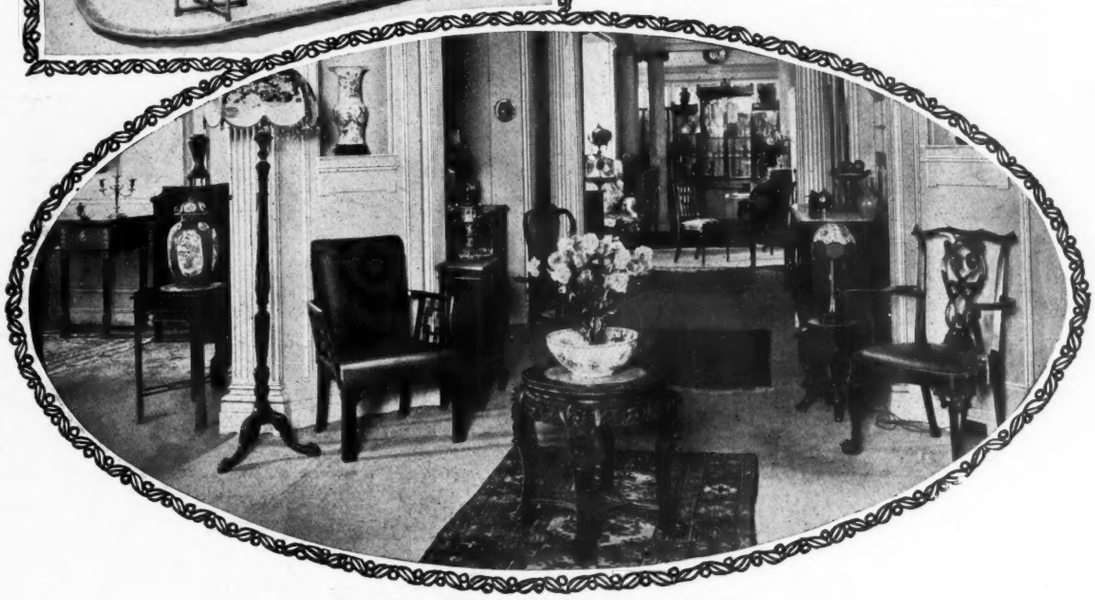
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The above Photographs show four sections in Jenner's Furnished Specimen Rooms

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The public anticipate a fall in the price of Furniture, Furnishings, and Carpets. JENNER'S have already met this anticipation.

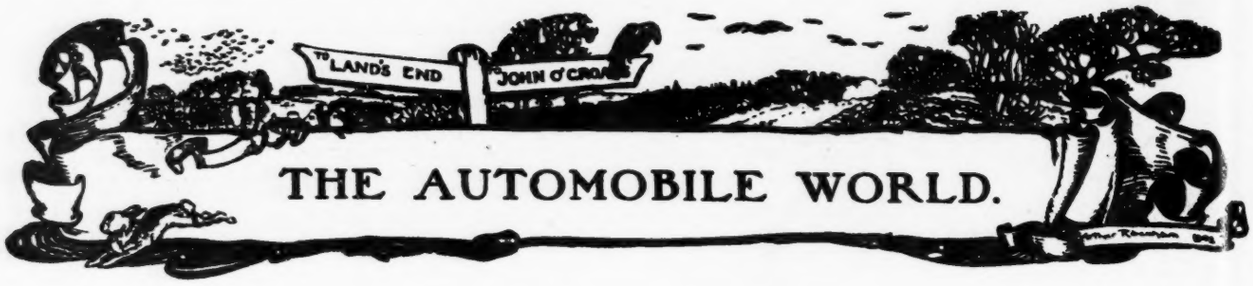
Their New Stock of Furniture, Furnishings, and Carpets is now priced at a reduction on last season's prices of not less than Five Shillings in the Pound.

The variety and extent of the Furniture and Carpets shown by JENNER'S is unusually comprehensive, the standard of quality unquestioned, the value the best obtainable.

In a series of FORTY SPECIMEN ROOMS a special feature is the fine display of Reproduction Furniture, each room representing a definite scheme of interior decoration and furnishing, showing particularly attractive examples of the various period styles adapted to modern requirements.

A visit of Inspection is cordially invited

JENNER'S PAY CARRIAGE



THE AUTOMOBILE WORLD.

SOME ASPECTS OF THE SHOW

This year's Motor Show opens on November 4th and closes on November 12th. As was the case last year, it is to be held at Olympia and the White City, Stands Nos. 1 to 215 being at the White City and Stands Nos. 216 to 520 at Olympia. There is no distinction between the types of cars exhibited in the two buildings, and the same applies to coachwork and accessories, the older firms being at Olympia and later comers to the industry at the White City, the stand numbers having been chosen by ballot, in which the older firms have first choice by virtue of their seniority. The Marine Section of the Exhibition numbers some twenty-five exhibitors and is housed at the White City.

THERE are one or two respects in which this year's show differs entirely from its post-war predecessors. During the last twelve months a very considerable change has come over our national life, the main practical effect of which is that people have much less money to spend, business has been anything but good and many car makers have found it difficult to dispose of their output. That this has been the case reflects all the more creditably on the quality and merit of those few cars that, in spite of large outputs, have hardly been available in sufficient quantity to satisfy the demand, notable examples being the A.C., Calthorpe and Morris light cars and the new 15.9 h.p. Bentley, which represents the first serious attempt on the part of a British manufacturer to cater for the market that certainly exists for a medium powered car of truly high performance. But times and circumstances are improving, and if business has been particularly slack during the few weeks immediately preceding the Show, definite signs are not wanting that the change is at hand. Most exhibitors are going to the Show not merely with the hope but with every confidence that good sound business will result, a confidence that is further strengthened by the air of stability that has been secured by the S.M.M.T. regulation that a condition of exhibiting shall be that no changes in price shall take place within a period of three months from the opening date of the Show.

Makers of expensive cars, whether expensive to buy or expensive to run, have felt the pinch more than any others, and a sign of the times is to be seen in the increased numbers of small cars, cheap to buy and economical to run, that make their first appearance at this year's Show. Notable among them are the 7 h.p. Wolseley and the two-cylinder air-cooled Belsize and B.S.A., while the 8 h.p. Rover, now firmly established in popular favour, is bound to retain good business for its makers. The time has long gone by when a small car was looked upon by the owner of a big car as little more than a toy, and the happy financial condition of firms like Calthorpes, Auto-Carriers and other makers of successful light cars augurs well for the future of this class of vehicle.

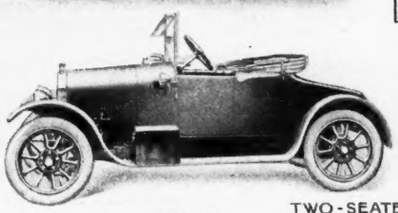
The salesman on this year's stands will be in what will be for him a very novel position; instead of being on a pedestal and in lofty tones informing humble enquirers that by personal favour of the managing director he may be able to obtain a car, ordered and paid for on the spot, in about six months' time, he will be really busy looking for orders and the customer will this year have the upper hand in bargaining. Competition among the exhibitors will be keen, and in order to secure orders the manufacturer must be prepared to promise not merely that his car has done big things in the past, but that it is doing good work at present and will continue to do so in the future.

During the last year many cars have left British factories that have been anything but a credit to their makers. Inferior workmanship has been a complaint too frequently heard, and if I were out to purchase a car at the Show I should pay far more attention to the detail finish of the demonstration model outside than to any glib talk of the salesman, or to the appearance of the cars on the stands.

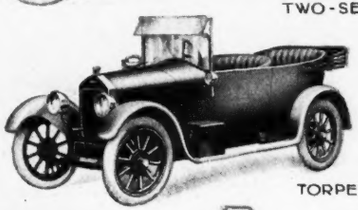
It is not without interest that the talk we used to hear of the incorporation of aeroplane principles in modern car design is rapidly ceasing. To say that a car is constructed on aeroplane lines is not necessarily a testimonial to the skill of its designer, and the fanciful power to weight ratios that we used to hear so much about are wisely relegated to a very secondary position; but I would strongly recommend the visitor contemplating a purchase to enquire the power to weight ratio of any car he fancies, bearing in mind that the figures obtained should be the brake horse power of the engine and not the R.A.C. rating and the actual weight of the car complete and ready for the road, but without passengers. A ratio of one horse power per cwt. is satisfactory and 1.5 h.p. per cwt. is better, but 2 h.p. per cwt. should arouse suspicions as to the probable durability of the car and also its suitability for handling by an inexperienced driver.



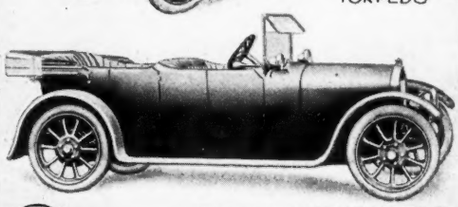
There is a Standard Wolseley Model to meet every requirement.



TWO-SEATER



TORPEDO



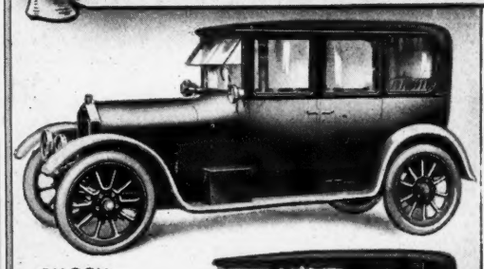
FOUR-SEATER TOURING CAR

"Not Waiting for Wolseleys"

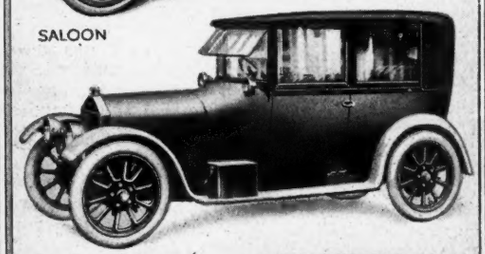
THE tremendous and ever-increasing demand for Wolseley cars has been met by a bold manufacturing policy. Nearly one hundred acres of factories, with a scientific organisation **second to none in the world,** are now devoted to the production of these leading British cars, so that **prompt deliveries may be confidently relied upon.**

NO matter what car you now possess, or what new car you may be considering, **you cannot afford to ignore the claims of the Wolseley.** In quality, in comfort, in performance and in value, each Wolseley model stands an acknowledged leader in its class, unequalled for reliable and economical service.

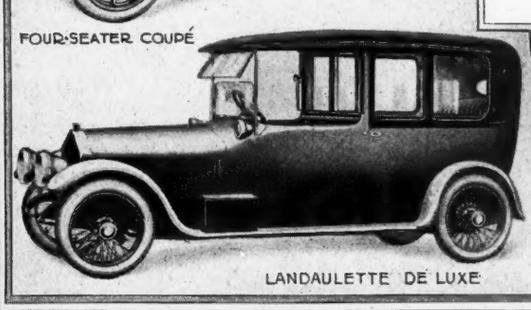
WOLSELEY



SALOON



FOUR-SEATER COUPÉ



LANDAULETTE DE LUXE

Prices for 1922 Season.

THE "WOLSELEY" TEN.

Two-seater (Specification A)	£475	**Torpedo** (Specification A)	£525
" (Specification B)	£440	" (Specification B)	£490
Two-seater Coupé (Fixed Head)	£650	**Light Delivery Van**	£400

THE "WOLSELEY" FIFTEEN.

Two-seater Touring Car	£795	**Saloon,** to seat four	£1025
Four-seater Touring Car	£795	**Single Landaulette**	£1050
Sports Model	£900	**Four-seater Coupé**	£1135
Two-seater Coupé	£995	**Town Carriage,** to seat six	£1150

THE "WOLSELEY" TWENTY.

Touring Car de luxe	£1200	**Limousine de luxe**	£1500
Sports Model de luxe	£1275	**Four-seater Coupé de luxe**	£1500
Landaulette de luxe	£1450		

Standard Equipment, Dunlop Tyres.

Five typical examples will be exhibited on

Stand No. 303, Olympia.

Owing to limitation of space at Olympia, we are unable to show more than five, but a full range of models will be on show at

WOLSELEY HOUSE, 157-160, Piccadilly, W.

(adjoining Ritz Hotel)

AND AT

PETTY FRANCE, WESTMINSTER S.W. 1.



Tyre sizes are another important consideration which this year seems to be receiving for the first time adequate attention on the part of the manufacturer. The 700 mm. by 80 mm. tyre for the 10 h.p. car is the absolute minimum that can be entertained and it is really on the small side. No car intended to carry four passengers should have tyres of less than 710 mm. by 90 mm., irrespective of the power of its engine. In the case of fairly high powered cars inadequate-sized tyres are not likely to be evident, but other things being equal I would certainly allow my choice to be influenced in the favour of a car fitted with large tyres over one fitted with small. The new tyres that we hear so much about of straight-sided cord construction are not yet established and anyone who fancies ordering this kind of tyre should bear in mind that he will need special wheels before they can be fitted and also that spares will not be available at British garages for some time to come. W. H. J.

HOW TO CHOOSE A CAR

IT is usual at Show time to attempt to give some useful advice and assistance to those who are contemplating the purchase of a motor car, and by its very nature the advice is intended to apply primarily to those on the brink of making their first investment in a mechanically propelled vehicle. I doubt very much if there is any task more thankless than advising a man on how to spend his money among motor car manufacturers, because in few other spheres is such a remarkably wide range of choice possible and nowhere is there more scope for individual preference and requirements. Motor car users may be divided into two broad types, those who look upon the car as a purely utility article and those who look upon it as a mere instrument of pleasure, and between these two extremes there are all gradations of compromise.

But for whatever he wants his car, the car-purchaser is, with a few exceptions, bound to find his scope of selection limited by considerations of cost. One of the dominant notes of 1922 cars will be the increased numbers of those that make a strong appeal on the value for money basis, and value for money as applied to motor cars, it must be understood, means not so much the availability of a car selling at a particularly low figure, as of a car that promises many highly commendable features of performance while its cost remains low. There are on offer to the public several four-seater cars at £300, but I would hesitate to describe all or even any of these as really good value for money propositions. At the other end of the scale, one may pay £3,000 for a two-seater, and it is a perfectly defensible attitude to regard these two-seaters as better value for money than the four-seaters at one-tenth of the price.

The visitor to the Show should not be astonished if on one stand he sees a relatively small two-seater car priced at £600, while on the next stand he may see a comparatively large four-seater at £500. It has been said times without number that nothing is more deceptive with regard to motor cars than first cost considerations. It is not as though one had finished with the *cost* of a car with the signing of the purchase cheque. It is unfortunate, but it is true, that motor cars cost money to run as well as to buy, and one of the strongest talking points of the manufacturers of really high-class cars is that their running costs, judged from the proper standpoint, are low. An example of what I have in mind may be culled from the Napier record on its recent Alpine trial. This car, with its 40 h.p. engine and its heavy load, used only one gallon of petrol for every nineteen miles that it travelled. There are plenty of 20 h.p. cars that could not approach this consumption figure, and it will be remembered that the Napier underwent no repairs or adjustments during the whole trip. Repairs and adjustments are to-day not such a frequent necessity as they were a few years ago, but to offset this they are much more expensive, and it is quite conceivable that the man who can afford to ignore a few hundred pounds in the first cost of his car will reap the benefit of his generosity in the extra durability and reliability of his purchase.

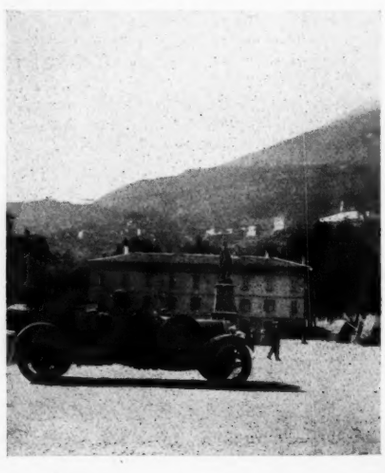
I am not suggesting that a cheap car is necessarily a bad one, but what I do say is that, under approximately equal conditions of service, it is a reasonable hope that the vehicle that costs most to buy will cost least to run, ignoring for the moment such considerations as tax and insurance, which, of course, are likely to be higher in the case of the high-priced vehicle because its engine will be higher powered.



IMPORTANT CHASSIS CONSIDERATIONS.

The points that should be most stressed in connection with a fancied chassis are to an enormous extent matters of personal taste. It may be taken as a safe rule that no established car will be shown at Olympia with any serious weakness in chassis design. And yet never have the designs of various chassis shown such diversion as they do at present. You will see on one stand a car alleged to be "the world's best" with an engine designed on lines that were established ten years ago, with a transmission and braking system that came in with the pioneer cars, and on the next stand you will see a rival car also claiming to be the world's best which looks almost like an aeroplane clipped of its wings. I am speaking metaphorically, of course, and refer to the principles of construction embodied in the chassis. The salesman of both these cars would be able to give you some solid reasons why their car may be regarded as the world's best.

It is very nice to possess a car of which you can say to your friends: "This is the embodiment of the very latest in motor car design and is redolent of the latest scientific and engineering discoveries." It is also very nice to be able to say to your friends that: "This car was so good when it was introduced ten years ago that its makers, who are admittedly one of the finest firms in the automobile industry, have been unable to discover room for any radical modification. Minor improvements have been embodied, but the car as it stands has undergone what is effectively ten years testing and has proved its worth in the hands of hundreds of private owners in all parts of the world. What better testimony to the value of the design could you wish?"



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70,000 Feet of Alpine Climbing

Under the official observation of the **Royal Automobile Club**, a 40-50 h.p. Six-cylinder Napier carried out a trial of 2,118 miles over the French, Italian and Swiss Alps.
The main Passes in these countries—approximately 70,000 feet—were successfully negotiated, and during the trial **NO WATER or OIL** was added.
Although the clutch was not disengaged whilst the car was running, the **PETROL CONSUMPTION** was **18.7 m.p.g.** The **SPEED** at Brooklands was **72·38 m.p.h.**

We—the Napier Co.—guarantee that this trial was carried out with a standard chassis.

Full particulars of this most advanced Car on application

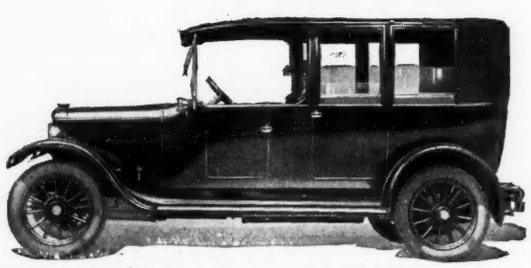
Olympia Exhibition Nov. 4-12

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THE NAPIER IS STILL THE *PROVED* BEST

Austin



The Austin Twenty "Marlborough" Laudaulet **£950** at works

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You are invited to a PRIVATE EXHIBITION

of the latest Austin models

to be held from November 5th to November 12th, at

The Austin Motor Co., Ltd., 479/483, Oxford St., London, W.1
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The City Car Agency, Ltd., 36, Queen Street, London, E.C.
Rootes, Ltd. - - - 8/9, Long Acre, London, W.C. 2

¶ The Oxford Street display will include a stripped and polished chassis of the new Austin Twelve. This new model combines all the qualities which have made the Austin Twenty famous all over the world, but is a smaller car of lighter power and of still greater economy.

Your special attention is drawn to the new Austin Twenty Coachwork *de luxe*. The Austin Motor Co. are now able to include coachwork which is in keeping with the acknowledged superiority of the Austin Twenty chassis.

HOW MANY CYLINDERS?

The tendency that was manifested at the first post-war Show towards an increase in the number of engine cylinders on *de luxe* touring vehicles seems to have been lost amid the serious maze of practical considerations that arose. There are three twelve-cylinder cars at the Show and a few eights, but the six-cylinder remains the most popular power unit for the *de luxe* type of vehicle, while the four-cylinder engine is still in the vast majority and has proved itself during the last twelve months capable of practically equalling the six in all desirable aspects of performance. A smoother running engine than the four-cylinder 15.9 h.p. Humber or the 13.9 h.p. H.E. would, for instance, be difficult to conceive, and the flexibility of these and other four-cylinder cars makes one wonder whether the undoubted charms of the six-cylinder are really unobtainable by other means.

For the lowest priced cars the two cylinder engine is rapidly falling out of favour in spite of the fact that one of the dominant notes of the Show is the introduction of several low-priced cars with two-cylinder engines by first-class manufacturers. The criticisms to be levelled against two-cylinder cars are that they cost nearly as much as some of the smaller four cylinders, while, however good they may be, they can never run *quite* so smoothly and never run *quite* so silently. When every penny of the purchase cost is a serious matter one may invest in one of these two-cylinder cars with every assurance of satisfactory service in the sense that the car will take its owner wherever he wants to go and will bring him back with regularity and with a fair degree of comfort. But for some reason makers of two-cylinder cars cannot, or will not, provide really adequate silencing, and silence is a motor car attribute on which every British owner sets great store, in vivid contrast to Continental motorists.

TRANSMISSION LAYOUT.

Placing the gear-box centrally in the chassis is still the favourite practice, and it is noteworthy that one or two makers are discarding the back axle gear-box. This is a move that deserves every encouragement, for the back axle gear-box, although it can be satisfactory, is never quite so desirable as the gear-box that constitutes a separate unit and that does not add to the unsprung weight of the car. Another tendency in the disposition of the gear-box is the design of engine clutch and gear-box in a single unit, a practice that has everything in its favour and, provided it be properly designed, only one consideration against it, which is that, should the exterior casing of the unit become damaged, repair or replacement is apt to be expensive. On the other hand, damage to such a part is not by any means probable. Unless it be carefully designed and constructed the engine gear-box unit may suffer from serious inaccessibility. But one or two designers have proved that inaccessibility is not a necessary failing, and if one designer can secure accessibility in any given detail, others must be forced to follow suit.





There are still too many cars fitted with rear axles not of the full floating type; the semi-floating rear axle is all very well so long as nothing goes wrong, but, while it is no more liable to derangement than the full floating type, when trouble develops, if it does develop, it is apt to be much more serious. For this reason, and for this alone, I am inclined to advise everybody to make sure that the car he buys has a full floating axle, and if the full floating design has been carried far enough to enable the removal of the differential to be effected with the road wheels in position and the axle mounted in the chassis so much the better.

SUSPENSION AND STEERING.

Unfortunately it is very difficult to judge properly the suspension of a car from an inspection of it on a show stand, and it is a fact that modern cars vary more in the quality of their suspension systems than in any other single detail. A car with cantilever or quarter elliptic springs all round may generally be taken for granted as possessing a really efficient suspension, but it does not follow that a car with neither quarter elliptic nor cantilever springs at any point of its suspension cannot be satisfactory in its road-holding qualities. The only way to determine whether a given suspension is satisfactory or not is to get hold of a conscientious owner of one of the cars and to ask him for his candid opinion.

The steering of motor cars has emphatically improved and among the various cars that I have had on test during the past twelve months, the steering almost without exception has been a genuine asset. It does not seem to matter in the slightest what type of steering is employed—worm and nut, ordinary worm or even straight bevel, I have found all to give delightful lightness and steadiness on the road, which proves that the steering qualities of the car depend far more on the front axle design than on that of the steering box. The centrally pivoted front wheel and the live type front axle contribute in a remarkable manner to excellent road-holding qualities.

ENGINE POWER AND BODYWORK.

A few years ago it would have been necessary to give caution to the inexperienced purchaser that he should not expect much of a performance from a low-powered car with a tolerably comfortable and roomy four-seater body, but now this warning is entirely misplaced. Small cars such as the Morris, Horstman and many others have proved conclusively that a well designed 10 h.p. engine, supported by correct gear ratios and a sensible chassis design, can take four passengers anywhere, and it is no longer necessary for the man who wants a family car to be inveigled into the comparatively high running expenses of a 20 h.p. vehicle. The advantages of generous engine power are not merely that it enables the car to do more, although, naturally, one expects a higher speed from a 30 h.p. car than from a 10 h.p. carrying the same load. But as a matter of fact this is so only in a very general sort of way, for there are several 10 h.p. cars on our roads to-day that will show a clean pair of heels to any ordinary 20 h.p. car. The advantages of the bigger engine are that it gives smoother, more silent running, and that as it is not so highly stressed it can be reasonably expected to have a longer trouble-free working life.





The 15.9 h.p. engine is large enough to satisfy every demand that the normally minded owner can make in Great Britain. Anything larger makes for luxury travel, which is well worth paying for when funds are available, but is not necessary to secure at least a lion's share of the pleasures of motoring.

A more or less new type of car of which the appeal and market are continually increasing is the Sports Light Car. The engine power is generally about 10.5; the body can carry two persons in comfort; the appearance is generally "ultra smart," and the performance is remarkably efficient, for at an average fuel consumption of 30 m.p.g. these small cars can maintain an *average* speed of 45 m.p.h. without difficulty.

GENERAL.

Finally have a good look round the chassis and become suspicious if you find more than a couple of nuts that appear awkward to get at. Inaccessibility is a hopeless anachronism, and a car that suffers from it is likely to have other shortcomings, for its designer is careless or incompetent. Chassis on a show stand are valueless as an indication of "finish," but the demonstration car outside may reveal to you that the salesman holds the key of a whited sepulchre. Ask him as many questions as you can, but knock 20 per cent. off his petrol consumption figure and add it on to his general running cost (including repairs and tyres) estimate.

Various other aspects of both chassis and complete car that used to pay for careful consideration are dealt with in other articles in this issue, but there are two that cannot be too strongly stressed. The first is that because a car is new or even unconventional it is not necessarily bad—if everyone fought shy of new designs progress would be definitely checked. A maker of any standing in any sphere cannot afford to offer to the public "doubtful" designs, and a new maker is likely to ponder carefully before he ventures into a very difficult market with something that at least does not promise very well. And there is always a pleasant feeling accompanying the possession of a car different from the other man's and a centre of interest wherever it goes.

The second aspect seems almost to contradict this plea for encouragement to the new car. It is that the wisest purchaser will choose the car for which a more or less certain secondhand market can always be found. Depreciation is now again assuming importance in car costs, and the best known cars always depreciate least. Two very important aspects, these, and both illustrate the difficulty of telling anyone what car to buy!

CUNARD

Quality Coachwork

The Opinion from Paris

"The only British firm exhibiting direct from the Works is the Napier, which shows a big six cylinder chassis and complete closed car—**Cunard** body—which is conceded to be one of the **handsomest pieces** of work of this kind **at the Show.**"

The Times, 6/10/21.

May we submit designs for your car?

Olympia Exhibition, Nov. 4-12

Cunard Motor & Carriage Co. Ld.

(General Manager: R. I. Mussellwhite)

135, Lower Richmond Road, Putney, S.W. 15

STAND No. 346

Don't fail to visit

STAND 245

Olympia Motor Show
4-12 — Nov: — 1921.

WE ARE EXHIBITING THE

New 18.2 H.P. 4-Cylinder Buick —a model which is arousing widespread enthusiasm among all to whom the name BUICK has a definite message.

Buick

IN A CLASS BY ITSELF

Latest 27.3 H.P. 6-Cylinder Buick Touring Model; a car famous all over the world for service and quality. You have not given your judgment a fair chance until you have seen the Buick.

GENERAL MOTORS LIMITED, Thurloe Place, London, S.W. 7.
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THE BUSY MAN AT THE SHOW

SOME CARS THAT HE SHOULD MAKE A POINT OF SEEING

A VERY invidious task is an attempt to give the busy man some guide as to what cars he should not miss. Obviously different people favour different cars, and, therefore, whichever I mention someone will be found to criticise that I have omitted the so and so, which is the most interesting car in the Show. I am aware of this limitation, and, consequently, will guard myself by saying that the cars I am venturing to name are the cars which *in my opinion* deserve special attention. I will take from each class the few over which I should ponder seriously if I were at the Show with the idea of making a purchase.

LIGHT CARS.

Of the light cars the 10–15 h.p. Fiat hailing from Italy deserves a very high place among the foreign exhibitors. It is one of the most robustly constructed light cars on the market, and the service to be obtained from it will compare very favourably with that of plenty of cars of 50 per cent. higher rating. The recent cut in Fiat prices, which brings the four-seater 501 model, as it is known, to £550, much increases the attractiveness of this model. Others are the Morris, which ranks among the very best value for money propositions that the Show can offer; the Horstman, which has as its main assets perfect steering and excellent springing, and a mechanical engine starter to replace the expensive and often troublesome electric starter; the Deemster, which is a light car with a very small engine that has a very big heart and which shares with the Horstman the mechanical starter distinction; the Calcott, which used to be regarded as a *de luxe* light car, although a new model of lower power is being introduced at this year's Show; the A.B.C., which deserves every credit for its strenuous efforts in pioneering the air-cooling movement, although it seems rather high priced for its chassis specification, which, however, is to some extent compensated by its truly excellent body work; and the Jowett, a two-cylinder, flat twin light car that has long been on the market, but has only recently come in for the share of attention that it justly deserves. All these cars, with the exception of the Jowett and the A.B.C., may be obtained with four-seater bodies.

In the next highest class, classification being by engine power, we have the Albert, one of the first of our mass production medium-powered cars; the Standard, a pioneer light car; the H.E., an expensive and very well constructed example of the 13.9 h.p. class; the Rover, always a car of which the British industry has been proud; the 11.4 h.p. Humber, a truly *de luxe* small car; and then cars like the 15.9 h.p. Arrol-Johnston and the Ruston Hornsby with the Humber, Sunbeam and the Wolseley 15.9 h.p. models as a *de luxe* edition of the class. And certainly among this class of vehicle it would be an inexcusable omission to overlook the Cubitt, which this year, as last, selling at £442 for a 15.9 h.p. car, is the most astonishing value for money proposition of the whole Show.

NEW MEDIUM POWERED MODELS.

It was to be expected that this year's Show would see a fair number of new cars of between 12 h.p. and 16 h.p., but the number is decidedly disappointing. The Sunbeam 14 h.p., an entirely new car, is bound to be a very popular exhibit, embodying as it does all the latest in modern practice and emanating from a firm with such a reputation as the Wolverhampton pioneers.

Another entirely new car in the same class is the 14 h.p. Vauxhall, which, with an engine of 75mm. by 130mm., has a chassis that weighs only 15cwt. Although the design of the chassis is on what may be called conventional lines, several departures from previous Vauxhall practice are to be recorded, engine and gear-box forming a single unit, and the rear springs being of the cantilever type. It is understood that an exceptionally good road performance is expected from this car, which will be known, when fitted with a standard touring body, as the Vauxhall Princeton.

The four-cylinder 20 h.p. Daimler makes its first appearance at the Show and will be a centre of considerable interest, for in addition to the attraction of the Daimler name, it has that of relatively low price.

The 18 h.p. Armstrong Siddeley is one of the smallest British six-cylinders, and in view of the great popularity of its larger sister, the 29.4 h.p. model, which it resembles closely in design and which it rivals on the value for money basis, this new car should add further laurels to one of our leading makers.

CARS ABOVE 20 H.P.

Of cars rated at more than 20 h.p. few new models are to be seen, the reason being not far to seek. Among this class the Austin will be a much regretted absentee, for a regulation recently made by the S.M.M.T. precludes the exhibition of cars by firms who are in the hands of a receiver or in liquidation. The 19.6 h.p. Crossley, just under 20 h.p., is a highly creditable example of what may be called the 20 h.p. class, while the old R.F.C. Crossley will be there. As examples of the highest class touring cars, the 25 h.p. Vauxhall, supplemented by the 30–98 h.p.

The Stanley STEAM CAR

PREJUDICE—and THE STANLEY STEAM CAR

The greatest enemy the Stanley Steam Car has to fight is prejudice.

To this day we are asked such questions as:
"Doesn't it take about half-an-hour to get the water boiling?" or
"Doesn't it require a good deal of mechanical skill and knowledge to keep them well tuned?"

Wherever possible we first show the inside mechanism of a Stanley to those seekers after knowledge, and then take them for a trial run. The effect in every case has been to make them Stanley Steam Car enthusiasts.

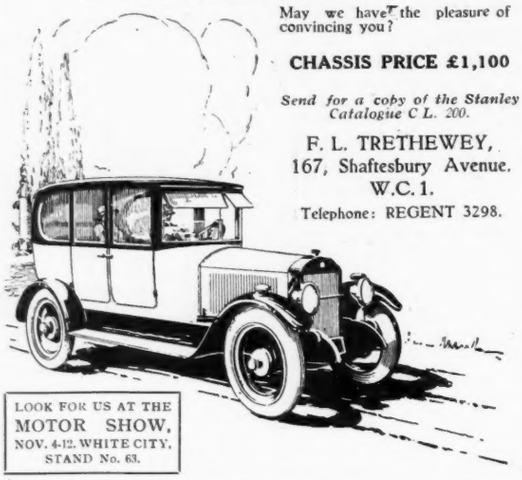
We were told recently:
"The Stanley is altogether too good to compare with any petrol car on the market. One can only contrast it . . ."

May we have the pleasure of convincing you?

CHASSIS PRICE £1,100

Send for a copy of the Stanley Catalogue C L. 200.

F. L. TRETHEWEY,
167, Shaftesbury Avenue,
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Telephone: REGENT 3298.



LOOK FOR US AT THE MOTOR SHOW, NOV. 4-12. WHITE CITY, STAND No. 63.



Every household should have the 'Nugget' boot polishing outfit. Sold everywhere in metal case at 2/6 each.

THE PERFECT POLISH

ALL the necessary qualities of a *perfect* boot polish are found in 'Nugget.' It gives a brilliant lasting shine in a few moments with the minimum of work. It preserves the leather and prevents cracking. It contains no acids or anything injurious to the most delicate leather. It makes boots and shoes so pliable and soft that the wearing of them is a comfort. Are these the qualities you want in your boot polish?

"NUGGET" BOOT POLISH

Made in four colours: Black—Brown—Dark Brown—Toney Red. In tins 4d. and 6d.

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ROLLS-ROYCE

A remarkable tribute to the Post-War Rolls-Royce :

Milton Hill, Steventon, BERKS,
22nd April, 1921.

Chassis No. 57-T.E.

"I drove the above car (I now have four Rolls-Royces) home on the 20th inst., and was delighted with it.

"I drove it again yesterday on some twisty country roads, with sudden hills. I find the **engine extraordinarily elastic,** and the taking-up from a slow to a fast pace quite exceptional **and very much superior to the old models.**

"The smoothness of the running is so great that, without looking at the speedometer, it is difficult to believe that one is doing more than twenty miles an hour when really running at thirty to thirty-five."

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THE SUPREME SUNBEAM

A Sunbeam Owner's Opinion

"I have just recently completed a long tour in England of about 1,030 miles in the 24h.p. Sunbeam . . . I think I should tell you how extremely satisfactory was the running of the car. . . . During the whole of the tour it was never necessary for me to open the tool box. It was not necessary to clean a sparking plug, tighten a bolt or nut, or even pump a tyre. The car had only to be filled each day with a certain quantity of oil, water and petrol. I think this is the strongest testimonial I could give of the excellent attributes of the car, which at times was driven fairly fast."—
J. H. W. . . ., 12/8/21

□ □

Stand 281 Olympia
Nov. 4—12



THE SUNBEAM MOTOR CAR CO., Ltd., WOLVERHAMPTON

LONDON SHOWROOMS - 12, PRINCES ST., HANOVER SQ., W.1
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SUNBEAM-COATALEN AIRCRAFT ENGINES 100-900 h.p.

speed model, will deserve very careful examination, and in the same class, as regards horse-power and price, come the Daimler 30 h.p. models.

THE HIGHEST POWERED CARS.

Next in point of size to the 30 h.p. Daimlers come the world famous giants of Napiers and Lanchesters, both rated at 38.4 h.p. and both cars for which nothing but admiration can be expressed. The Napier is the most expensive British chassis in the Show. Next to it comes the Lanchester at £1,850, with the Rolls Royce at the same price, the last named remaining the highest powered British car existing as a commercial proposition, although it is run close by the Daimler 45 h.p. special, which sells at £1,275 for the chassis.

UNCONVENTIONAL CARS.

The unconventional cars always form a centre of attraction at a Show, and everyone should make a point of seeing them, even if they do not feel inclined to risk their money in what is, in many cases, an untried product. I hesitate to describe the "3 litre" Bentley as an unconventional car and still more as an untried model, but it is certainly a very exceptional car, and in a class by itself it will attract every discriminating motorist. With an engine rated at 15.9 h.p., the car is capable of a remarkably high performance.

The Crown Magnetic will be there in two forms, and to anyone who wants to be entirely different from all his friends in his motoring equipment, one of these cars should prove a very interesting possession. Its electric transmission system makes it entirely unique, and to those who do not mind experimenting with their money, many specialised sensations may be secured for the purchase price of this car.

Another car entirely unique among those at the Show is the Stanley Steamer, the remarkable performance of which has already been described in these pages. Whereas with a car like the Crown Magnetic the purchaser is experimenting with something entirely unknown, in the case of the Stanley Steamer he has nothing to consider militating against its purchase other than the prejudice that unfortunately exists against steam cars—prejudice that, in my opinion, is entirely unjustifiable and highly regrettable. Of course, the steam car has limitations; but so has the petrol car, only we are so used to its shortcomings that we will not allow ourselves to regard them as such.

W. H. J.

THE MOST USEFUL TYPE OF CAR?

WHICH car will give the best all round service and satisfaction to the man who owns only one vehicle? This is a question that many prospective purchasers will be asking on their way to the Show, just which cars should they examine for the purpose of finding their ideal and just which type is most likely to satisfy their general requirements. As is pointed out in another article, considerations of cost will probably settle the question, but a very brief *résumé* of the merits of the different types of cars that will be offered may be useful.

Before dealing with the chassis it may be advisable to make one or two remarks about bodywork. The man who owns only one car naturally wants a type that will satisfy the greatest number of demands, and the body that best answers this need would appear to be the all-weather type; that is to say, a body that may be used as an open touring car, or as a totally enclosed saloon, the conversion requiring very little time. There are many examples of all-weather bodies, a pioneer being the Arrol Johnston.

It is doubtful if a chassis less than 13.9 h.p. can carry a satisfactory body of this type. It is true that the Show will contain several 11.9 h.p., or even 10 h.p. cars with all-weather bodies, but I imagine that the purchaser of one of these vehicles will within a few months become dissatisfied with its road performance. It must be remembered that an all-weather body when used totally enclosed increases the wind resistance of the car enormously, and wind resistance is a more important factor than weight in its influence on road performance. An all-weather body such as that recently illustrated in these pages as fitted to an H. E. chassis has a very wide sphere of utility, but it will certainly considerably increase the fuel consumption of the car to which it is fitted over the figure normally obtainable with the standard touring body.

An ordinary touring car with a good hood and side curtains can offer most of the attractions of the all-weather body, its comparative limitations being two in number. First, it is not so neat in appearance; second, the actual erection of the side curtains is apt to be tedious and troublesome, while in some cases it is impossible to get out of the car without first detaching the curtains.

And now a brief *résumé* of the different types of complete vehicles with the chief assets and limitations of each.

The cycle car, with a two-cylinder air or water-cooled engine, offers the most economical motoring for two. It is reliable and speedy and also cheap in maintenance, as well as in fuel consumption. Its limitations are that its comfort is anything but generous, and it is generally noisy. As a purely utility vehicle it has no faults. Its running costs are about 1½d. per mile.

Maythorn & Son, Ltd.

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COUPÉ DE VILLE. ON STANDARD 30 H.P. DAIMLER CHASSIS.

THE ABOVE PHOTOGRAPH GIVES A GOOD IDEA OF OUR CRAFTSMANSHIP IN THIS THE LATEST DESIGN FOR TOWN CARRIAGES

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STAR CARS

Make a Note!
LOOK SPECIALLY FOR
NEW "STAR" 11.9

STAND 294 OLYMPIA

A glance at the prices will interest you.

Of their wonderful value, your inspection of these Models will astonish you.

A trial run will certainly convince you that you will make no mistake in placing your order for a "STAR."

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CHASSIS
11.9 H.P. £395
15.9 H.P. £545
20.1 H.P £600

2-SEATER
11.9 H.P. £495
15.9 H.P. £670

4-SEATER
11.9 H.P. £545
15.9 H.P. £695
20.1 H.P. £750

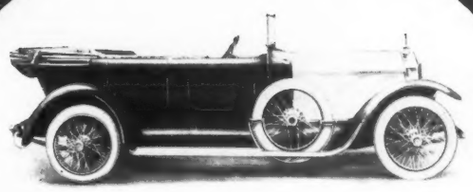
ALL WEATHER
11.9 H.P. £650
15.9 H.P. £695
20.1 H.P. £950

COUPE
15.9 H.P. £770
20.1 H.P. £830

LANDAULETTE
15.9 H.P. £995
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Guy Motors LIMITED

ARE EXHIBITING THEIR
ALL-BRITISH 8-cyl. CAR
Also a SMALLER 4-cyl. MODEL
ON
STAND No. 309
OLYMPIA
NOV. 4th—12th, 1921.

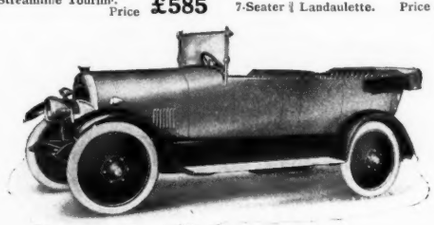
GUY MOTORS Ltd.
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OLYMPIA SHOW
See the Latest
Ruston-Hornsby
The Car of Quality & Value
Models on Stand
297

EVERY Ruston-Hornsby car will give the maximum satisfaction to its owner. The petrol consumption is astonishingly low for a car of its power and size, whilst a speed of over 50 miles an hour can be secured without undue effort. These points, combined with the comfort and roominess of the body, explain the enviable position the Ruston-Hornsby holds as the ideal Owner-Driver's car.
Make a thorough examination of the following models on Stand No. 297 and convince yourself that the Ruston-Hornsby *is* "The Car of Quality and Value."

16-20 H.P.
2-Seater with double dickey seat. Price **£585**
5-Seater Streamline Touring. Price **£585**

20-25 H.P.
5-Seater "Ruston Special" Touring - - - Price **£650**
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Overland
WITH BRITISH COACHWORK

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Two-Seater Model-de-Luxe with Double Dickey
Three-Quarter Landaulette, 106in. Wheelbase.

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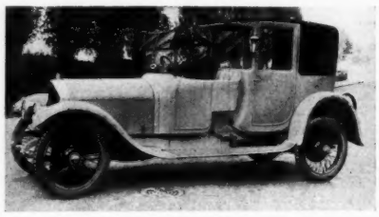
The light car of about 10 h.p. with a four-cylinder water-cooled engine gives greater comfort than the cycle car, is more silent and costs very little more to run; but discrimination is necessary in the selection of such a vehicle, as the standard of workmanship is not so high as it used to be and minor annoyances are apt to develop on the road. Also many of these light cars suffer from inadequate body space, but this is a fault that can be readily detected by sitting in the car on its stand. Its running costs are about 2d. per mile.

The car of from 12 h.p. to 20 h.p. will give the average motorist all that he requires. It is, or it ought to be, comfortable, silent and reliable. Its fuel consumption averages about 22 to 24 miles per gallon and its running costs (excluding tax and insurance) are about 6d. a mile. Any car above 20 h.p. may be regarded as a luxury car. Its advantages are the advantages of the Pulman over the third class carriage. It is the last word in luxurious road travel. A car of 30 h.p. costs about 8d. per mile to run; a car of 40 h.p. or more costs about 10d.

The running costs given above are, of course, only approximate and are intended to cover such items as fuel, oil, tyres and repairs during a twelve months' mileage of about 5,000. They do not include wages to a paid driver, tax and insurance. It is, however, only with cars of more than 15 h.p. that tax and insurance deserve to be regarded as serious items in a year's maintenance for about 5,000 miles of running.

A NOTE UPON 1922 BODY-WORK

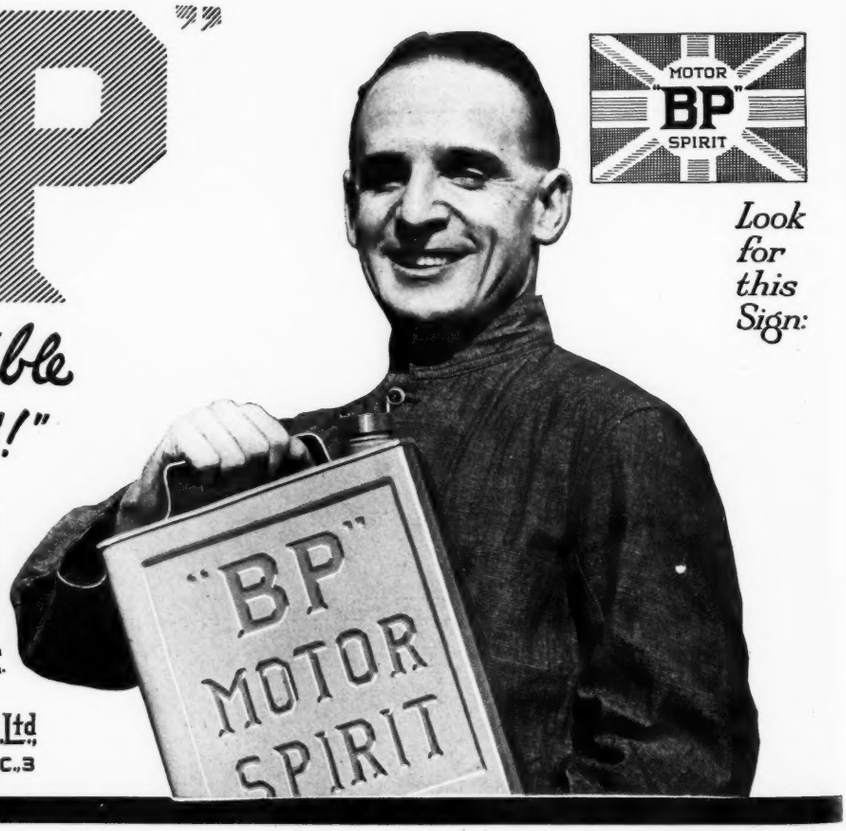
COMFORT is the predominating attribute of the modern motor car in this sense: that, in a general way, it determines the degree to which the vehicle is capable of giving satisfaction. There was a time when this was not so; when owners, or would-be owners, were prepared willingly to accept often acute physical discomfort and commonly distinct personal inconvenience in order to obtain the technical points which appealed to them, but so far as big cars are concerned that time has now gone past. It is true that here and there one comes across a super-car fitted with decidedly "subter" body-work, just as one also meets very fine samples of the carriage builders' art mounted upon chassis which are known to be inferior. But these cases are exceptional. In the higher classes of automobile the producer very properly takes the view that the chassis will be taken more or less as "read," and that the direction in which he can best employ any originality or ingenuity with which he may be born is towards making his vehicle a *tout-ensemble* that is above either question or reproach.



Something new in body suspension—a town landaulet, to be seen on the Napier stand.

In the lower grades—that is to say, the cheaper—the same conditions do not apply, although they are by no means quite as they used to be. The motorist who has to study economy very closely, quite naturally, and indeed very wisely, pays less attention to coach-work than to the mechanical department. He recognises that although carriage building may have now become a branch of engineering rather than remaining an art, it is likely to be purely "engineering" as far as he is concerned, for "art" will be conspicuous by its absence, for the simple reason that "art" costs money.

It would be very pleasant to be able to report that in the building of motor bodies for 1922 there were evident as many signs of progress as are shown upon the purely technical side. Unfortunately one cannot do this, for such progress as has been made, at all events in the higher branches, has been strictly limited to details. On the other hand, there are certain well defined tendencies which may be touched upon, and among these the most important, as, indeed, it is the most apparent, is the cult of the convertible body. This, it may safely be said, stands true throughout the whole scale of automobilism. The tendency is found nearly as much in the cheaper grades of car as in the more expensive; and the reason for it is obvious enough. Harsh and pressing economic conditions have to be faced, and few of us can afford to spend as much as we would like upon what, if it be not a hobby in itself, at least is a convenience not entirely dissociated with the "pride of possession." I dare swear that most of us would be prepared, especially if we had had experience of the principle, to accept the argument that for all round purposes it is cheaper to run two cars than one. That is as it may be, but the main point is that it is certainly cheaper to buy one car than a couple. Hence if we are to motor in comfort all the year round, to have a car that will serve as well to run us down to the sea under the sun of summer as

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"Best Possible —that's all!"
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The carefully-studied purpose of this type is to give the conditions of luxurious big-car motoring on the most economical basis. It is of the right size and power to ensure not only the highest degree of comfort, but also economy of running. For all-round merit, its road performance is unsurpassed. The 25 h.p. Vauxhall is the judicious choice of the man who seeks a car of distinction but not of fancy price. Chassis guaranteed for three years. Prices: Chassis £800, Vauxhall-Kington open car £1,100, limousine, landaulette or cabriolet £1,400.

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A car of standard production that will do 85 m.p.h. carrying four in a touring body, and 100 m.p.h. with a racing body. But the great merit of this remarkable production is its combination of delightful driving qualities and ease of control with exceptional power. Taken as a whole there is nothing to equal the '30-98' as a touring car, powerful, tractable and economical. Prices: Chassis £895, Vauxhall-Velox open car £1,195.

14 h.p. — The New Small Vauxhall

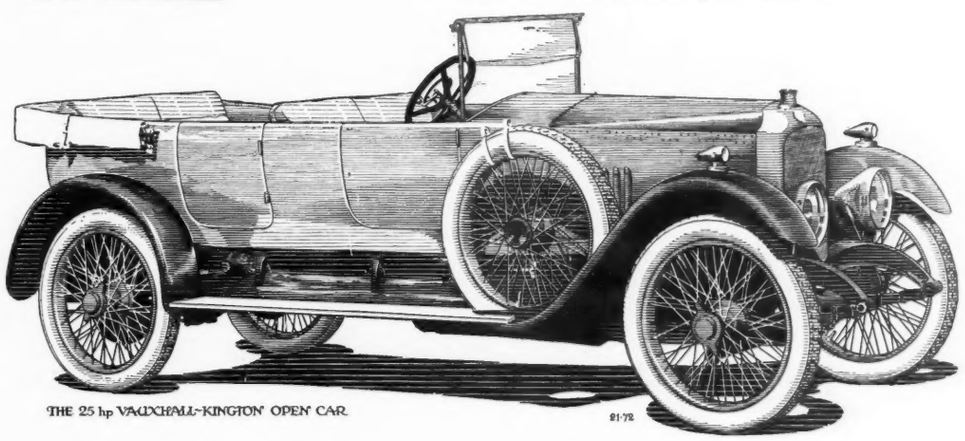
The essential point about this car is that it is of Vauxhall grade; no attempt has been made to cheapen it by sacrifice of quality. Extensive use having been made of high-grade steels and the new aluminium alloys, it is exceptionally light in weight. In speed, acceleration, top-gear performance and economy of running, the 14 h.p. Vauxhall will be found to bring advantages to the small car user beyond any which he has hitherto enjoyed. Price: Vauxhall-Princeton open car £750.

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November 4-12

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The All British
Standard Light 2 & 4 Seaters
1922 Programme.

THE Standard Motor Co., Ltd., have pleasure in announcing their programme for the Season 1922:

(1) 11 h.p. chassis fitted with 2 and 4 seated bodies similar in type to those supplied during the 1921 season.
In addition to supplying the open type of coachwork to which will be fitted "Standard" All-Weather patent hood and side curtains (the popularity of which has been the feature of "Standard" cars for so long), the 11 h.p. chassis will also be fitted with attractive 2 and 4 seated Coupé and Saloon bodies.
(2) At the repeated requests of agents and users of the original "Standard" Light Car the Company have made arrangements to produce a small car of 8 h.p. fitted with a 4-cyl. water-cooled engine and weighing approximately 11 cwt.

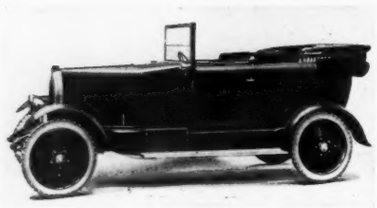


The cars will be exhibited at **STAND NO. 288 AT OLYMPIA,** where full details will be available

The Standard Motor Co., Ltd., Coventry
London Showrooms: 49, Pall Mall, S.W 1

COUNT THEM ON THE ROAD

to bring us home from a dance in the chill of a winter's night (if there is going to be any winter!) it is obvious that we must have a body that will serve at least two purposes—and, if possible, five or six.



The increasingly popular all-weather body—in this case a new Cubitt model.

The term "convertible body" is a very wide one indeed. It connotes at one end of the scale an open four-seater, which can be enclosed on emergency by hood and side curtains against the ingress of unwelcome weather, and at the other end of the scale it embraces the full-blown limousine, which is only convertible in the sense that its interior can be ventilated by the dropping of windows. Between these two extremes there are an almost unlimited number of compromises, and according to the number of compromises which it can effect, so we judge the value of the convertible body.

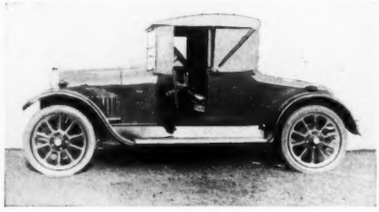
The ideal, of course, is something that can be an open touring car in airiness and appearance, and yet can be turned in the course of a few moments into a weather-proof, draughtless and free-from-rattle saloon. This ideal, one has no hesitation in saying, is being very nearly approached; but it is almost needless to remark that the nearer one gets to the limousine, when the body is in its closed form, the more likely is it for the price to be high. There are many who aver, not without good reason, that the only real all-purpose body is the saloon or pill-box limousine, for it is a fact that, except for the roof, one can, without stopping the car, make this into an open vehicle. Curiously enough, this type of body, which at one time promised to become extremely popular, has fallen out of favour, and one sees but few examples of it either on the open road or in streets of towns. One would not be surprised if, some time in the near future, the producers of moderate powered cars, more particularly designed for economy, perceived in this type of rigid body-work a far bigger future than it has hitherto seemed to have, for, alone among all covered types, it lends itself to economical production.

The economic influence not only leads us to try to make one car do all that was hitherto relegated to two, but it also has an important effect upon the development of body-work, inasmuch as it tends to induce owners to drive their own cars, and this in itself is an agency which has far reaching results. Thus the old-fashioned type of limousine, which was essentially a chauffeur-driven vehicle, although still with us, is evidently on the wane, its place having been very largely taken by the coupé cabriolet. In this type one has something which, when closed, very nearly approaches the limousine in point of comfort, and at the same time can remain reasonably open. It is a type of body-work which, although undergoing no important outward changes, has, nevertheless, been very greatly improved in recent years. The mechanism which governs the folding up of the hood has been very cleverly simplified, and ingenuity has conquered at long last the bugbear of rattle, which was so commonly associated with this kind of body.

Probably it is not too much to say that, with the exception of the open touring car (which one has a suspicion is nearly always a concession to purse depth), the convertible coupé-cabriolet is the most popular type of vehicle on the road. Generally speaking, the only objection which can be made against it is, that in order to get it on to a car of reasonable wheelbase, not more than one door can be fitted at each side, and this, as a rule, means that either one or both of the front seats should be hinged or slideable, or else that they should have a gangway between them. The number of firms who employ the latter principle is on the increase, and there is little doubt in the writer's mind that this is the best solution of the difficulty, as it means that any one passenger can get in or out without disturbing any other.

A year or two ago another objection could be launched against the coupé-cabriolet, in that the rear part was apt, when closed, to be very dark. This, however, is a trouble that seems to have been overcome.

We now come to the landaulet type of carriage-work, which has always been popular and one has every reason to believe will continue to remain so. It is the simplest form of convertible body, as indeed it is one of the most useful. I have pointed out that at the lower end of the body scale one has designs which



The all-weather Humber two-seater. The hood has side curtains and there are windows that open with the door.

PATRON : H.M. THE KING.

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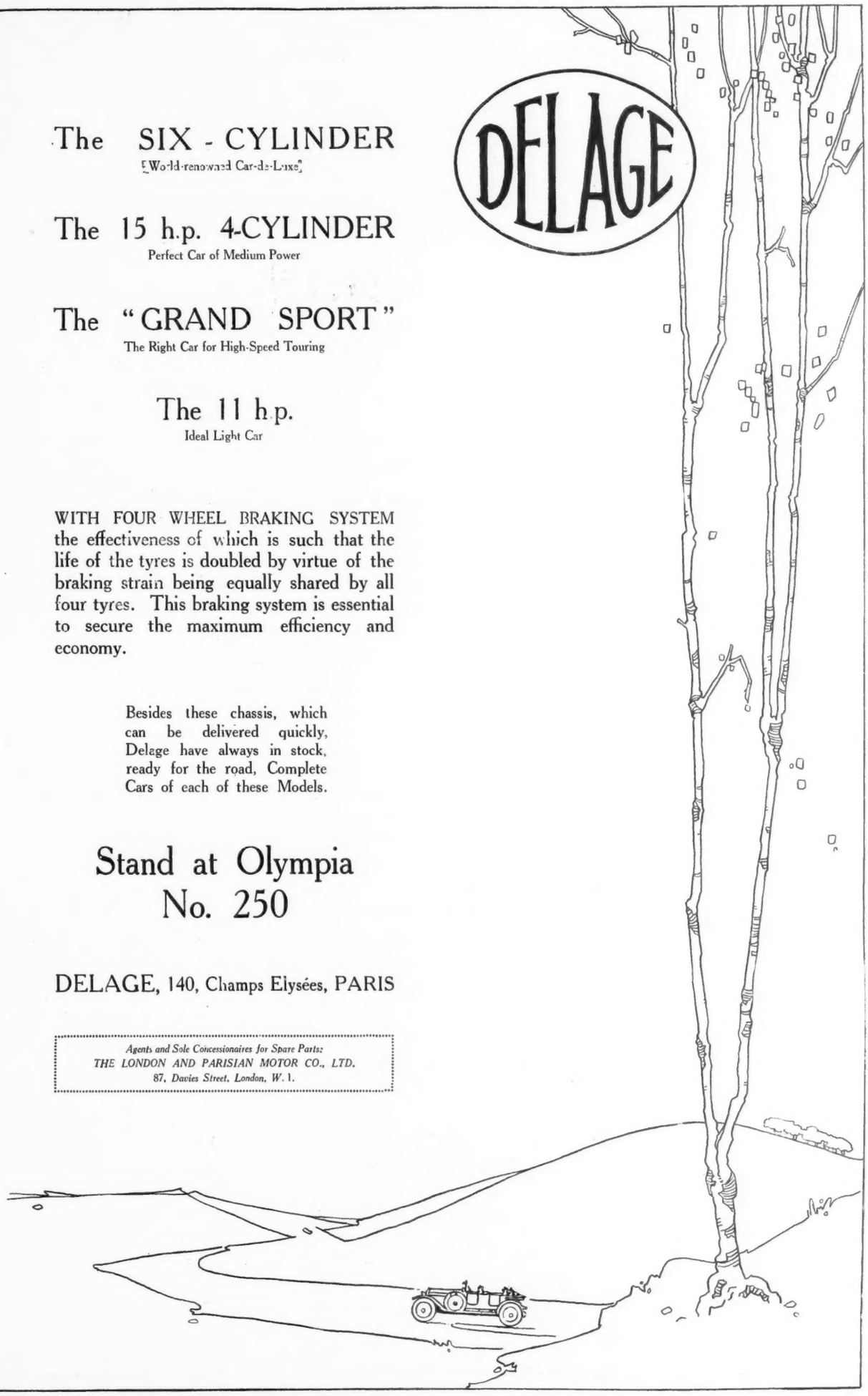
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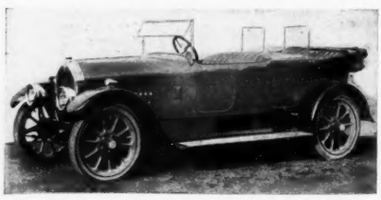
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are normally open types, but which can be closed in case of need. The landaulet, one may say, generally runs closed, but can be opened when required. Between the two is the cabriolet, and in sporting parlance it is about even money whether it runs open or closed.

The past season can, of course, be taken as no criterion of British weather, and, as a rule, a vehicle that is expected to do both town and country work will, in these islands, be more often in its closed guise than open. With an advance in technical knowledge, and with a wider choice of materials at his disposal, the engineering carriage builder has been able to effect great improvements in landaulets, especially in point of saving weight, but few of them appear on the surface. Many of the more artistic body designers have, it is said, broken their hearts over an attempt to make an open landaulet smart in appearance; but in spite of this there is no reason to suppose that it will fall off in vogue, especially as it is the only convertible type of body-work in which one can have, while still enjoying the blessings of fresh air, all those little comforts and conveniences, those little decorations and luxuries which otherwise belong exclusively to the out-and-out closed vehicle.

There is some reason to believe that in course of time the type of carriage-work which corresponds on the Continent to the landaulet, namely, the Berline, will achieve a greater vogue over here. In this case one has a coupé at the back, which can run either open or closed, in front of which are the open seats for the driver and front passenger. One has seen already some distinctly clever designs by which the scope of this Berline scheme is greatly extended. In one which is on view at Olympia, the body, when open, has all the appearance of an ordinary touring car. It can, however, be converted in a few moments either into a Berline landaulet, or into what one might call the three-quarter cabriolet. In intermediate positions it offers the rear passengers screen protection, afforded by a glass window between the front and rear seats and by the two rear side windows, which normally drop into the doors. This type of body is mentioned more particularly because it is the only one in which consideration seems to have been given to the fact that the same car will sometimes be driven by a paid chauffeur, and sometimes be in the hands of its owner. If the latter habitually drives, the choice of carriage-work is much larger. There is, for instance, the



An effort at protecting the rear seat occupants—but why the division in the screens?

species of all-weather body recently developed, which dispenses, by means of metal supports for the window slides and so forth, with the usual somewhat clumsy wooden pillars found on the average cabriolet.

Here again, subject to the limitation that the roof is non-rigid, one has a very effective compromise between the saloon limousine and the open touring four-seater.

I have above referred to the concessions which a certain class of motorist is prepared to make in the interests of the more mechanical attributes, such as speed and rapid acceleration. The last year has seen a great increase in the popularity of the sporting model, but no one, so far as I am aware, has attempted to carry into the realm of closed carriage-work the stream-lining principles and the *multum in parvo* methods which are possible in the open two-seater which can perhaps be expanded to take four people.

ALPHA.

THE 200 MILE RACE.

THE greatest sporting event ever held in England was the 200 mile race at Brooklands last Saturday. Over forty cars faced the starter, everything went off without a hitch, and Brooklands has never before seen such a crowd of spectators. At 11.35 a.m. there was a queue of cars over a mile long waiting to get into the track, which was finally filled by perhaps a couple of thousand cars all fully laden, besides a number of spectators who had come down by train.

The race was in two classes, and the first three positions in the 1,500 c.c. class fell to Talbot-Darracq cars, the winner being Major Segrave, in 2h. 16mins. 21secs., K. Lee Guiness being only 5secs. after him; while Captain Malcolm Campbell, who took 4mins. changing a tyre, was 4mins. 7secs. after the winner. The Talbot-Darracqs are essentially racing cars, and at present are not available to the public as a commercial proposition. The fourth car home and the first all-British car to finish was the Horstman, entered and driven by M. W. D. Hawkes, and the credit of his achievement is considerably enhanced by the fact that to all intents and purposes his car is a standard model, forming a regular item in the firm's programme. In the 1,100 c.c. class first place was secured by Captain Nash's G.N., his time being 2h. 49mins. 24secs., a performance that for an air-cooled two-cylinder engine completing 200 miles at over 70 m.p.h. without a stop is in its way almost as remarkable as that of the winning car in the larger class (at 88 m.p.h.).



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Albert

STAND No. 240
OLYMPIA

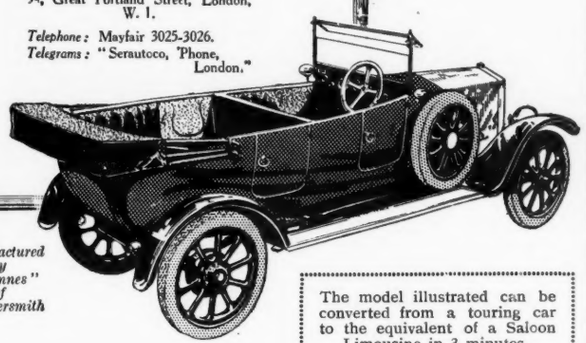
is a considerable improvement both in design and performance on the 1921 Model.

It embraces many new features, such as the longer and stronger chassis, improved springing and a single plate clutch.

A written description could never convey to you the pleasure experienced by an "Albert" owner, but we would greatly appreciate an opportunity of showing you the improvements and proving their value with a trial run.

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Manufactured by "Clarymnes" of Hammersmith

The model illustrated can be converted from a touring car to the equivalent of a Saloon Limousine in 3 minutes.



13,000 Miles

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"I have a set of 'Beldam' Covers and Tubes that I have run on my 'Cubitt' for over 13,000 miles. Two of the covers are good for some miles yet; during the whole period I have only had six punctures." R.L.

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St. James's 76.

THE SUMPTUOUSNESS OF EVENING WRAPS

A GENERAL IMPRESSION OF THE *TROTTOIR* FROCKS. ROMAN STRIPED CLOTHS

SOME considerable disorder was occasioned in sartorial circles by the abnormal character of the St. Luke's Summer. It seemed impossible to consider winter apparel, with a thermometer registering summer heat; consequently, there was a unanimous falling back on the *trottoir* frock, suitable for wearing with little furs. And the influence this has given to such models has resulted in some arrestingly novel inspirations. Smart splashes of colour are a paramount feature in the countless creations of navy and black serge, kashas, cloth and the like, and, although some of us are frankly weary of it, *ciré* ribbon continues on its way rejoicing as a decoration.

In wide sash form this waxed fancy is, perhaps, the most effective, and those who are skilful in manœuvring smart bows achieve quite attractive results through this medium. But a serge confection stitched with narrow rows of *ciré* ribbon has a shoppy look. On quite young figures, a perfectly straight tunic of navy suiting over a slim underskirt, only a few inches of which are visible, looks well tied low about the hips by a sash of black *ciré* ribbon—a style that is usually finished with a shoulder-to-shoulder *décolletage*.

Far more original, however, is a model arranged with a gathered skirt, the majority of the fulness congregated over the hips (the front and back by comparison appearing almost flat), allied to a close-fitting cross-over corsage, cut in one with long, tight sleeves. An exclusive little model after this *genre* had the long V-shaped fronts finished by a narrow line of grey Persian lamb, beyond which peeped a wee fold of tomato-coloured cloth, the tight wrists being similarly trimmed. This gown was worn with a *kepi*-shaped toque of the grey lamb, ornamented in front with a barbaric gold ornament and an animal stole of blue fox. Grey, mercerised lisle-thread stockings having open-worked clocks, and low-heel instep strap black patent leather shoes added final modish touches to a delightful *ensemble*.

Other persuasive *trottoir* dresses there are, fashioned of the new Roman striped cloths. These variegated lines are used to form wide stripes, and look especially well on a nutmeg brown ground. Modelled on severe straight lines, the long waist accentuated by a narrow leather belt or girdle of wooden beads toned to the stripes, these are equally persuasive frocks in their way, frequently completed, for those who can wear them, by high, close-fitting collars. The covered throat, let it be said, is not by any means generally accepted, save where coats and wraps are concerned. With gowns this revival still hangs fire in the eyes of the *vraie élégante*—that is, generally speaking. There are certain models, of course, that literally demand the high collar band, as, for example, the Russian *moujik*; and immensely attractive are *trottoir* dresses exploited after this style.

A black kasha looked supremely *chic* trimmed with grey "slink," outlined at the inner edge by a line of hand embroidery in Persian colourings, the perfectly plain skirt showing up in high relief the character of the *moujik*; while to complete the picture there had been designed a high crowned Cossack hat of the Chinese lamb, adorned with chains of jet that fell in long festooned loops at either side. From all of which will be deduced how extraordinarily distinctive a *trottoir* can be rendered, as apart as the poles from the myriads of commonplace, ready-to-wear models.

The growing sumptuousness of evening wraps leaves one a little breathless. First and foremost there is the Spanish cloak, as much fringe as material. In black chiffon velvet this is superb, but it requires wearing. Only the few seem to manage with consummate success the graceful flung-over front which is the essential feature, but those who do, appear as being regally garbed. Particularly exquisite are the *manteaux* of brocade, so rich in appearance they almost suggest they could stand by themselves—a seeming, however, not a reality, since these beautiful silks are as *souple* as the heart of woman could desire them to be.

One of these models in a real Madonna blue woven with a design of gold was lined through with gold tissue and carried a simple mammoth-sized collar of some exceedingly soft greyish brown fur that could be worn as a deep cape or muffled up about the throat; while another of jade green charmeuse fell in soft statuesque folds from a pelerine arrangement of mole-moufflon, a *doublure* of chiffon being toned to the fur. Of the brocades and silks, Chinese and Japanese in design and colouring, half and three-quarter length loose coats are made with wide *pagode* sleeves. At once picturesque and practical and essentially Eastern in character, these coats are held in high approval. They can be slipped in and out of with such ease at the theatre, and, being loose, do not disturb the symmetry of the filmiest of frocks.

But it is a cloak, pure and simple, that our artist has elected to portray in the adjoined sketch. A sumptuous wrap of black chiffon velvet with deep flounce, revers and quaint cape-like collar of pure white ermine—although, for the latter, that admirable white "bunny" might be substituted; a pelt, as I have already explained in these columns, frankly accepted and worn by the most fastidious on evening wraps.

Nor must there be forgotten that *pièce de résistance* the large Capuchin collar entirely composed of chiffon flowers. In shades of fuchsia reds and mauves on a fuchsia mauve chiffon velvet circular cloak, one of these collars is seductive beyond all describing; or shaded roses on a rose *manteau*, give wearer a resplendent air, to which a capital foil is supplied by a filmy black gown.

L. M. M.



THE EVENING CLOAK IN ITS MOST GRACEFUL EXPRESSION.

A sumptuous evening wrap of black chiffon velvet and pure white ermine. To be specially noted is the original cape collar.



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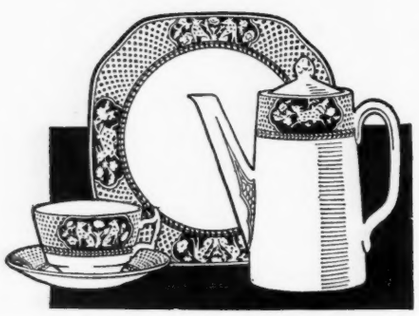
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NOTED for REFERENCE

PACKING FOR TRANSIT ABROAD.

EVERYONE who has relations abroad or is obliged, for any reason whatever, occasionally to forward some bulky article to foreign parts, has probably encountered the difficulty of securely packing and despatching such goods. An address in this connection to be made a note of and kept for future reference is that of Messrs. J. C. Mount of 146-7, Grosvenor Road, S.W.1. Messrs. Mount are general forwarders and warehousemen and they will pack and forward anything from a motor car to antique glass, conduct family removals entirely, purchase machinery, from a sewing machine to a tractor and forward it to its destination, in fact they can be entrusted with absolute reliance with any work of this nature. Their premises have a floor space of over 300,000ft., and provide accommodation for 750 cars at the same time, and their position on the banks of the Thames, with their own wharfs and warehouses, with powerful cranes for loading, enable Messrs. Mount to offer very low inclusive terms for their services. It is a most interesting sight to see a motor car being packed in the great packing room, where there are five large travelling cranes. A huge packing case is erected round it in which the car is firmly fixed in such a way that if it should be turned upside down the contents would not be moved a fraction of an inch, yet the case is made so neatly a fashion that it is possible in a very short time to unpack the car, examine it, and replace it in the same case.

FURNITURE OLD AND NEW.

During the week Messrs. Harrods' Sale of Antiques has attracted considerable attention. Many of us have not time to pursue the articles of furniture which we particularly love or require, as the completion of some scheme of furnishing, for ourselves. The experts employed by Messrs. Harrods travel all over the country and have accumulated a collection of old furniture in which practically every notable period of craftsmanship is represented by fine examples. The prices have been considerably marked down, a reduction of £200 in the price of a cabinet which would have sold for £550 last year being typical, in fact a reduction of from 30 per cent. to 50 per cent. in almost every case adds to the attraction of the sale, which owes not a little to the beauty of



THE LADIES' WRITING-ROOM AT THE HOTEL METROPOLE.

the articles offered. The collection includes China, cloisonné and glass and the illustrated book on the Antique Sale, which will be sent on request, may be taken as a trustworthy guide by those unable to attend in person. Messrs. Harrods, of course, are even better known for modern furniture and some very striking redecorations and refurnishings are to their credit. Notable among these is a series of rooms at the Hotel Metropole, of which the Ladies' Writing-room, with its air of homeliness and restfulness, so excellently suited to its purpose, and so little like the usual stereotyped apartment is illustrated here.

"WHAT ARE THE FACTS?"

Farmers have been taking some interest in the fact that Nauru Island, taken over from Germany under the terms of the Peace Treaty, is to be administered by Britain, their interest lying in the fact that Nauru phosphates are exceptionally rich. Forty-two per cent. of the output of the island has been allotted to the British agricultural industry and through the Slag Phosphate Company, Limited, of Newport, Mon, is now available. A very illuminating booklet, "What are the Facts?" has been issued by the Company, giving the replies of Mr. G. V. Parker, who was instrumental in obtaining the contract for Nauru phosphates for Britain, to the many questions, regarding the fertiliser, submitted to him by the Farmers' Union. Copies will be readily supplied on request to anyone interested in the subject. It should be noticed that slag phosphate, which is a mixture of Nauru phosphates with basic slag, contains from 50 per cent. to 86 per cent. of phosphate of lime.

RICHMOND GAS STOVES.

Sir Peter Rylands, President of the Federation of British Industries, speaking at the Warrington Works of the well known Richmond Gas Stove and Meter Company, an extension to which was recently opened by the Lord Mayor of Manchester, laid stress on the importance to manufacturers and consumers of the discovery and standardisation of the most economical designs in gas appliances. A great many people who to-day might be living in increased comfort by the use of gas fires and gas cookers are still waiting to be convinced of their advantages, and the work of the Richmond Company and their allied companies in combined research must have a most helpful effect both on prices and designs.



MECHANICAL ROAD TRANSPORT

PRESENT AND FUTURE.—I

By Lord Montagu of Beaulieu.

I DO not believe that any generation realises the extent and meaning of great developments in its own time. From 1840 to 1860 the Early Victorians took the growth of railways and the evolution of the steam engine as a matter of course. Equally to-day the immense influence of the mechanical road vehicle in all its various forms is taken for granted, and the revolution or evolution of our transport arrangements proceeds to a large extent unnoticed. Even the railways, whose chance to share in the new kind of locomotion has now been open for over twenty years, are only just waking up to its possibilities; while public bodies, the Army, Government departments and traders have only tardily taken advantage of the wonderful new method of transport, in most aspects superior to any other. But now the young giant has grown so formidable that he compels attention, for the increasing importance of road transport is becoming manifest. Railways are beginning to cut rates in order to compete with road transport; and tramway authorities, both municipal and commercial, are protesting against what they choose to call cut-throat competition. In other words, other purveyors of transport are complaining because the mechanical vehicle on the road has become a serious rival to the mechanical vehicle on rails. Again, the creation of organisations for the interchange of loads and the diminution of empty return journeys all point in the same direction. Lately we have had the lesson of the excellent Commercial Motor Vehicle Show, just over, and now for some days the latest forms of motor vehicles for the private user will be on show at Olympia.

I now propose to give some statistics showing the size and growth of motor transport.

According to the latest official returns the annual licences for motor vehicles in force on August 31st last were 870,782 in number. By January 1st, 1922, therefore, we may safely assume that there will be 900,000 mechanical vehicles in existence on the road. The annual revenue from licence money may also be taken at £10,000,000, as £9,276,628 has been received this year to August 31st for the first three quarters of the year, and the average payment per vehicle is, consequently, in the neighbourhood of £10 2s. 2d. Whether the taxation paid by the heavier commercial vehicles is adequate compared with the wear on the road they cause is open to question. But the subject of motor vehicle taxation is too large and complicated to be examined here. I will deal instead with the value of motor vehicles and of the roads, and the annual cost of running the vehicles and of maintaining the roads. Necessarily, some of my figures must be assumed, but I think my readers will agree that my assumptions may be regarded as reasonable.

Among the 900,000 motor vehicles, from 5-ton lorries to motor bicycles, there are vehicles worth as much as £3,000 and as little as £30, the largest class consisting of private motor cars and the next of commercial motor lorries. After careful consideration I think we may take the average value of all motor vehicles, from the cheapest to the most expensive, at £300, which I confess may be criticised as too low a figure, but I wish to be conservative in the calculations which follow. On this basis the value of the motor vehicles on the road to-day is £270,000,000, or about the value of our shipping, which may be taken at 12,000,000 tons, worth £20 a ton, or £240,000,000 in all.

As regards a comparison of motor vehicles with railway vehicles, it is impossible to estimate exactly what is the value of the engines and rolling stock of all the railways in Great Britain, but we know that the capital of the railways in debentures and stocks is in the neighbourhood of £1,350,000,000. When we consider the cost of the land upon which railways are built, of making the permanent way, the erection of stations, and provision of necessary equipment, the value of railway vehicles can hardly exceed 20 per cent. of the total, or £270,000,000 sterling. At any rate, the value of the 900,000 motor vehicles on the road to-day is not less than all the locomotives and rolling stock of the railways.

Let us make another interesting calculation, as to the cost of upkeep of these motor vehicles on the assumption that they run 100 miles a week as a minimum, or say 5,000 miles in the year. In this case 45,000,000,000 (forty-five thousand million) miles are covered in the course of twelve months. Taking the cost of running the heaviest types of lorry at 2s. 6d. a mile, of the motor car at 6d. to 8d., and the motor bicycle at 1d., I think we can safely assume an average of 8d. a mile all round. On this basis something like £150,000,000 sterling is spent on running expenses, or about £3,000,000 a week.

Another interesting calculation can be made as showing the great importance nowadays of road motor transport for goods. According to the last Returns on August 31st, there were then 128,200 commercial motor vehicles, and we may therefore assume 130,000 to-day. If the gross earnings of these vehicles be taken at £3 a day (£5 would be nearer the true figure) £390,000 is earned every day. If, again, we assume that they work 200 days in the 365 of the year—and here my readers will admit I am estimating on a conservative basis of under four days a week average for a commercial vehicle—the gross takings would be £78,000,000 a year, or half as much again as the gross income derived from all the land in the whole of the United Kingdom, which in 1916–17 amounted to £52,045,000.

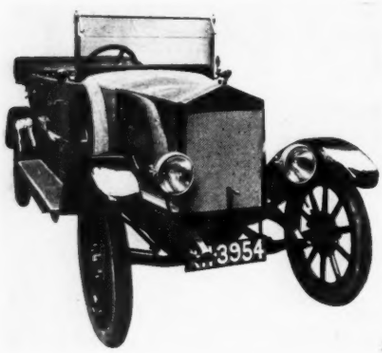
Let us now turn to roads and endeavour to estimate their value and the expense of their upkeep. There are in the United Kingdom 234,000 miles of roads, or about ten times the mileage of the railways, and in addition to this there are something like 16,000 miles of private and other roads. If we take all these at a round figure of 250,000 miles at a value of £5,000 a mile for work done, or about £1 a linear foot, we arrive at the figure of £1,250,000,000. If this sum had been invested on the low basis of 3 per cent. per annum, the interest would amount to £37,500,000 a year. To the value of the work done in construction we must add the value of the actual soil on which the roads are built, and I think that £250,000,000 may be taken as a low estimate of the value, or £1,500,000,000 in all. The total capital paid up for the purposes of railways is just over £1,350,000,000, which includes the values of stations, permanent way, buildings, etc.; in fact, everything that a railway owns. But to judge the comparative value of roads and railways we must add to the value of roads taken at £1,500,000,000 the value of the motor vehicles upon them, another £270,000,000, which gives us a total of £1,770,000,000 as the minimum value of roads and road transport vehicles, or £420,000,000 more than the railways and all their property and stock. It will be seen, therefore, that when I claim that roads and road transport are worth more in capital value than all our railways and shipping, worth £1,637,000,000, I can justify my claim.

I make these comparisons in no way to cast a stone at or depreciate the value of shipping or railways, financially or nationally. Both are most valuable and almost indispensable national assets. But I give these figures to correct what I believe to be the prevailing popular ignorance as to the value of roads and road transport.

EXHIBITS AT OLYMPIA

This year's Motor Show opens on November 4th and closes on Saturday, the 12th. As was the case last year, it is to be held at Olympia and the White City, Stands Nos. 1 to 215 being at the White City and Stands Nos. 216 to 520 at Olympia. There is no distinction between the types of cars exhibited in the two buildings, and the same applies to coachwork and accessories, the older firms being at Olympia and later comers to the industry at the White City, the stand numbers having been chosen by ballot, in which the older firms have first choice by virtue of their seniority. The marine section of the exhibition numbers some twenty-five exhibitors and is housed at the White City. In view of the fact that practically every car at the Show is equipped with electric starting and lighting, the fitting of these accessories is not specifically mentioned in the following account of each exhibit. When, however, either lighting or starting is omitted the fact is mentioned, and absence of any mention may be taken as indicating that the car is fully equipped as regards lighting and starting, speedometer, horn, spare wheel and tyre, tools, etc.

ALBERT, Chiswick. Stand 240. ONE of the first of our medium powered mass production cars, the 11.9 h.p. Albert for 1922 has undergone many important improvements, which, however, do not affect the original design in general outline. The most important alteration is that semi-elliptic springs are now used in the front instead of quarter elliptics, the cantilevers for the rear being retained. The frame has been strengthened and has been lengthened 5ins. so that it may embrace the whole of the bodywork and overcome overhang. As regards engine modifications, the exhaust manifold is now cast separately from the cylinder block, the tappet rods for the overhead valves have been increased in diameter, though not in



THE ALBERT FOUR-SEATER.

weight, and the angle at which the engine is set in the frame has been modified so as to give a straight line through the propeller shaft and crank-shaft when the car is fully loaded.

The power unit is a four-cylinder monobloc engine with a bore and stroke of 65mm. by 103mm., having a detachable cylinder head carrying the overhead valves that are operated by push rods. The gear ratios of the four-speed box are very sensibly chosen, being 4½, 6¾, 12 and 18 to 1, although we imagine that circumstances might easily arise which would make the owner wish that he had a lower reverse ratio than 10½ to 1. Central control is provided for the gear-box. The wheels are for 760mm. by 90mm. tyres, which is a very generous size for a car of this type, and the standard equipment of the car is particularly complete. A new model shown on the stand is an all-weather four-seater with patent all-weather equipment, while there are also a Gwynne all-weather model, a coupé, a standard two-seater and a polished chassis.

AUTO CARRIERS, Thames Ditton. Stand 241. THE A.C. light car is, of course, one of the most popular on our market, and the success of its design may be judged from the fact that no modifications of note are embodied in the 1922 models. The engine has a bore and stroke of 69mm. by 100mm.; the gear-box gives three speeds and reverse; the final drive is by worm; the springs are quarter elliptics all round; and the disc wheels are for 710mm. by 90mm. tyres. The Sports Model A.C. is generally regarded as one of our prettiest small cars, and it has performed extremely well throughout the whole of the past racing season.

ARIEL MOTORS, London, S.E.5. Stand 314. FOR many years this exhibitor has had the concession of the French Hurtu 14 h.p. car, the performance of which has been described in these pages as eminently satisfactory. Since that occasion the price of the car has been very considerably reduced, the chassis now costing only £500, while the complete touring car is £650. Each chassis is tested to do 30 m.p.g. of petrol and from 4–50 m.p.h. on top gear, which is a distinctly good performance for a four-cylinder monobloc engine with a bore and stroke of 76mm. by 130mm. The only departure of note in the 1922 specification of the car is that cantilever rear springs are now fitted, the remainder of the chassis being on what may be described as conventional, though very robust, lines. The wheel-base is 9ft. 10ins., the track 4ft. 5ins. and the body space 8ft. 1in. The standard tyre size is 815mm. by 105mm., and, naturally, the wheels are detachable. Four speeds are provided by the gear-box, and final drive is by spiral bevel.

On this stand a Hurtu car is exhibited fitted with the new Gwynne's all-weather body, a very ingenious method of securing an open or an entirely closed car with a minimum of trouble and without any undue increase in weight or any unsightly break of smooth and pleasing body lines when the car is used in its open form.

ARMSTRONG-SIDDELEY, Coventry. Stand 261. FIVE cars comprise the Armstrong-Siddeley exhibit, one of the complete cars being one of two saloons supplied to H.R.H. the Duke of York, this car having many special fittings to

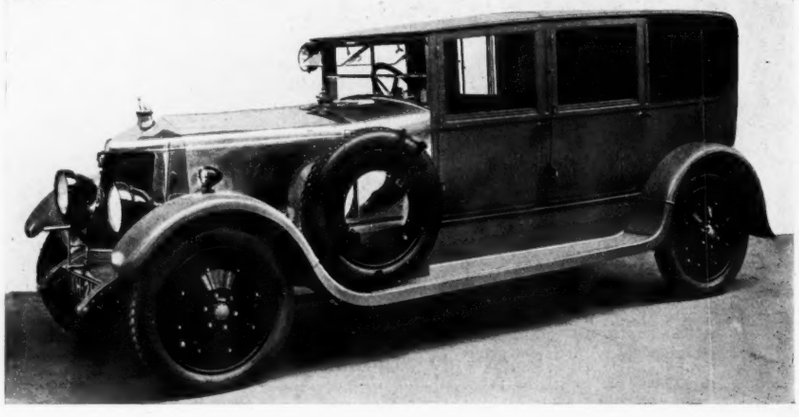


AN ARMSTRONG-SIDDELEY INTERIOR.

the specification of His Royal Highness. The coachwork of all the cars on view has been designed and made by the Burlington Carriage Company, Limited, a subsidiary concern of the chassis builders, and a feature of merit in all cases is the provision of four doors, a free opening being possible for the driver on the off side by virtue of the centrally disposed gear and brake levers. A saloon car finished in blue with leather upholstery has accommodation for seven passengers, and this car, together with an 18 h.p. saloon, will be shown with a glass bonnet which will replace the display of a separate chassis.

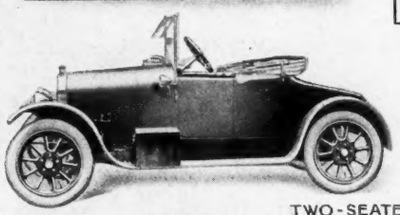
Of the cars exhibited on the stand, three are mounted on the 30 h.p. chassis and the other two are a saloon and an open four-seater on the new 18 h.p. six-cylinder chassis. The 30 h.p. model remains a standard model for next year, but as this chassis was recently described in these pages little comment seems necessary.

The new 18 h.p. model will certainly be one of the centres of attraction at the Show, for at £500 it is easily the lowest-priced British six-cylinder—indeed, ignoring for the moment the 30 h.p. model, which is priced at £775, this six-cylinder at £500 is less than a third of the price of most other British six-cylinders in the Show. It has a bore and stroke of 69.5mm. by 104.8mm., which give it a Treasury

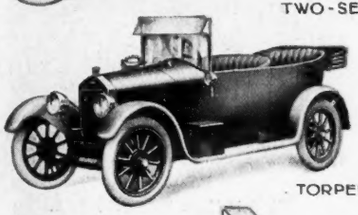


A FINE EXAMPLE OF THE COACHBUILDERS' ART, ON THE ARMSTRONG-SIDDELEY STAND.

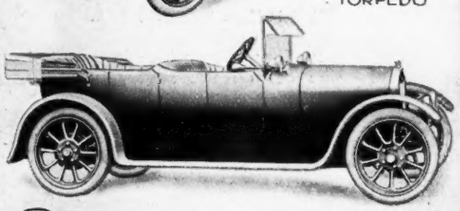
There is a Standard Wolseley Model to meet every requirement.



TWO-SEATER



TORPEDO



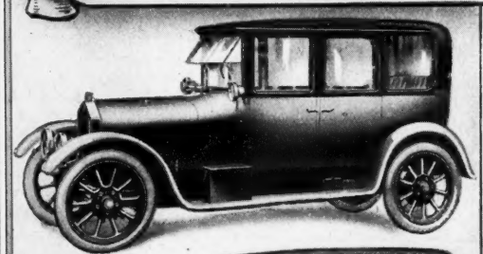
FOUR-SEATER TOURING CAR

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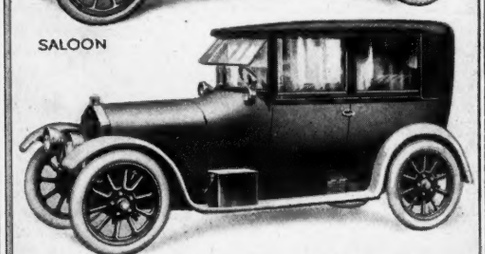
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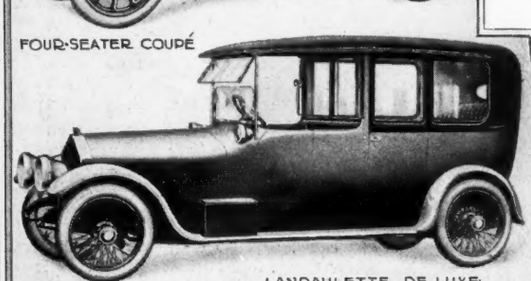
WOLSELEY



SALOON



FOUR-SEATER COUPÉ



LANDAULETTE DE LUXE

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THE "WOLSELEY" TEN.

Two-seater (Specification A)	£475	Torpedo (Specification A)	£525
" (Specification B)	£440	" (Specification B)	£490
Two-seater Coupé (Fixed Head)	£650		

THE "WOLSELEY" FIFTEEN.

Two-seater Touring Car	£795	Saloon, to seat four	£1025
Four-seater Touring Car	£795	Single Landaulette	£1050
Sports Model	£900	Four-seater Coupé	£1135
Two-seater Coupé	£995	Town Carriage, to seat six	£1150

THE "WOLSELEY" TWENTY.

Touring Car de luxe	£1200	Landaulette de luxe	£1456
Sports Model de luxe	£1275	Limousine de luxe	£1500
Four-seater Coupé de luxe	£1500		

Standard Equipment, Dunlop Tyres.

Five typical examples are being exhibited on

Stand No. 303, Olympia.

Owing to limitation of space at Olympia, we are unable to show more than five, but a full range of Wolseley models is on show at

WOLSELEY HOUSE, 157-160, Piccadilly, W.
(adjoining Ritz Hotel)
AND AT
PETTY FRANCE, WESTMINSTER S.W. 1.

rating of 17.9 h.p., so that its tax is £18 a year. As the chassis is practically identical with the 30 h.p. we do not propose any exhaustive description, but we may point out that ease of maintenance has been studied most carefully in the whole design. Special attention has been paid to such important matters as accessibility and lubrication, and grease-cups have been entirely eliminated.

ARROL-JOHNSTON, Dumfries. Stand 270.

A PIONEER always deserves a little special consideration, and as the introducers of the "point-nine" type of car, Messrs. Arrol-Johnston, Limited, have had plenty of the sincerest form of flattery. The 1922 programme consists of one model only, this having a 15.9 h.p. four-cylinder monobloc engine with a detachable head and a bore and stroke of 80mm. by 130mm. Four speeds and reverse are provided by the gear-box, and the gear ratios are somewhat unusual for a car of the type, being as follows: 4.25 top, 6.56 third, 9.68 second and 15.91 first. Final drive in the back axle is by spiral bevel, and the brakes are of the external expanding type operating in the rear wheel drums. The wheels are Michelin steel discs for 815mm. by 105mm. tyres, the standard equipment being Dunlop Magnums.

Innovations in this chassis specification are the monobloc casting of the cylinders with a detachable head, a new design of the chassis frame and the replacement of full elliptic springs in the rear by semi-elliptic springs, while all springs, both front and rear, are encased in special gaiters. Also the petrol tank is now carried at the rear of the chassis, feed to the carburettor being by Autovac.

Besides the chassis the exhibit comprises a flush-sided stream-line open touring body, painted light brown and upholstered in real leather. The equipment includes side curtains and envelope for the hood, divided glass windscreen and usual electric equipment. The price of this car is £650. At £797 there is the Arrol-Johnston all-weather car, incidentally another type in which this make did useful pioneer work; while at £850 there is a special Arrol-Johnston saloon, painted light blue and luxuriously upholstered.

BEARDMORE, Glasgow. Stand 244.

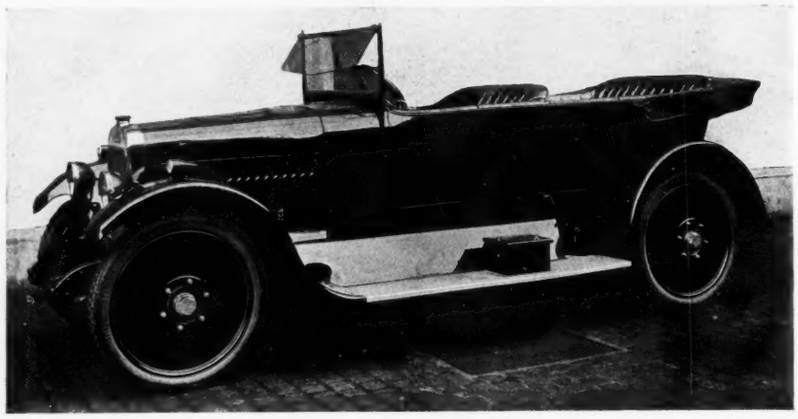
THE 11 h.p. Beardmore chassis is a very distinctive exhibit in its class, for its whole design and especially that of the engine, suggests quite an unusual efficiency and a particularly high quality. The bore and stroke are 68 mm. by 114 mm., giving a Treasury rating of 11.5 h.p. The valves with their camshaft are carried in the detachable cylinder head, and both outward appearances and internal construction of this product of one of our leading engineering firms will fascinate the discerning critic. Unit construction is employed for the engine and gear-box, the latter giving four forward speeds and reverse with central control and incorporating the speedometer drive. Final transmission is by spiral bevel.

The exhibit comprises a polished chassis, which is priced at only £475, a sporting two-seater, a standard two-seater with a dicky seat, a four-seater and a coupé, any one of which should be a car that will convey a real pride of ownership and that should never give its owner cause to regret that he had paid rather more than is usual for cars of the size.

BIANCHI, Milan. Stand 311.

RECENT reductions in the chassis price make this Italian car, which has long been established on the British market, very sound value for money, for the reduction has been no less than from £625 to £495. Only one model is exhibited, this being a 12–20 h.p., the engine being a four-cylinder with a bore and stroke of 70mm. by 110mm., and, as is usual with Italian units, its design is conspicuous for neatness and compactness. The mounting of the four-speed gear-box, which also contains the speedometer drive, is particularly ingenious and should be carefully inspected on a polished chassis that forms one of the exhibits on the stand. The box is mounted at the forward end of the torque tube, thus forming a complete transmission unit with the rear axle. The springs are semi-elliptics both front and rear, the latter being underslung, and the wheels are 760mm. by 90mm., fitted with 765mm. by 105mm. tyres.

Besides the polished chassis the stand contains a four-seater open touring car upholstered in red antique leather with silver-plated fittings, a four-seater coupé, a three-quarter coupé and an interior drive limousine, which is the most expensive car on the stand, being priced at £870.



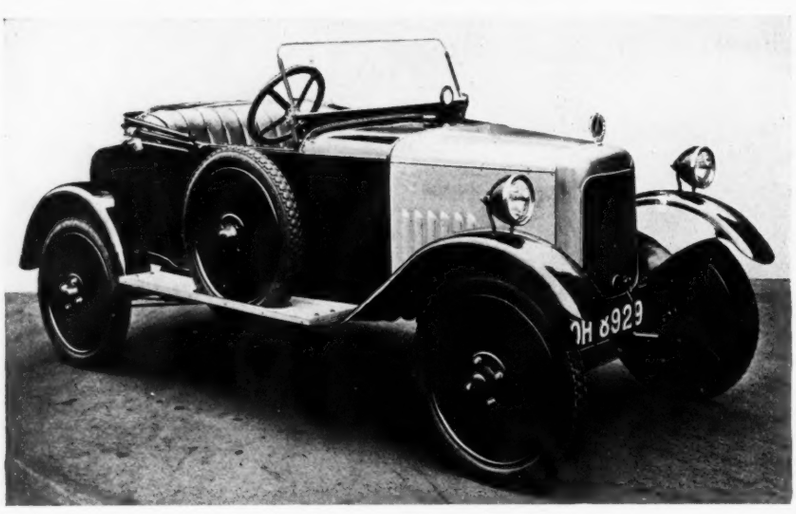
THE ARROL-JOHNSTON 15.9 H.P. NEW MODEL TOURING CAR.

B.S.A., Birmingham. Stand 273.

THE well known Birmingham Small Arms Company is returning to the motor car industry with an entirely new model, a 10 h.p. air-cooled light car. While in the matter of mere specification this car resembles many others at the Show, it is a reasonable expectation that B.S.A. workmanship will earn for it a special amount of attention on the part of those who, requiring an economical car, are nevertheless willing and prepared to pay a little more than is usual for a car of similar specification. This new B.S.A. costs £340. It is not the most expensive air-cooled car in the Show, but it is in what may be called the *de luxe* class of this type of vehicle.

The engine is a 90° "V" twin with a bore and stroke of 89.75mm. by 85mm., measurements that quite reverse the usual order of things, the B.S.A. being the only car in the Show having a stroke smaller than the bore. The Treasury rating is 10 h.p., but at 2,600 r.p.m. the engine develops 18 h.p., a high power output partly due no doubt to the fitting of overhead valves. Unit construction is employed for engine, clutch and gear-box, the latter being controlled through a centrally placed lever working through a ball and socket joint and giving three forward speeds and reverse. The transmission is by a propeller shaft enclosed in a torque tube to the rear axle embodying the famous Lanchester worm drive. A ring type universal joint at the front end of the propeller shaft is automatically lubricated from the gear-box. In view of the fact that several small cars of this class are not fitted with a differential it is worth pointing out that the B.S.A. is so equipped, this gear being of the bevel type. Springing is by quarter elliptics all round, and the wheels are Michelin discs for 710mm. by 90mm. tyres, a commendably large size for a car of its weight. The brakes both operate through drums on the rear wheels, and no compensation is provided for them, but is replaced by simple means of independent adjustment.

The body is coach-built with aluminium panels and polished aluminium bonnet, and has a wide dicky seat in the rear with a large tool and a spare part locker and space for luggage. The hood has side curtains as part of the standard equipment, which also includes electric lighting and speedometer, as well as the usual kit of tools and horn. Like many



THE NEW B.S.A. AIR-COOLED CAR.



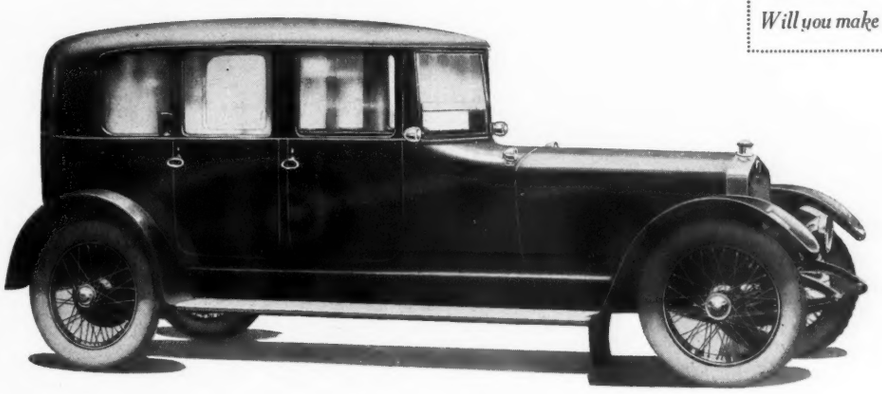
THE *Lanchester* 'FORTY'

97 M.P.H.

A REMARKABLE speed for a standard chassis, yet nearly 97 m.p.h. was the official speed at which a Lanchester "Forty," driven by Mr. C. A. Bird, lapped the course at Brooklands on September 24th. The chassis was a standard 1922 model, such as will be exhibited November 4th—November 12th, on

STAND No. 292 OLYMPIA

Actual demonstration is the only proof of efficient performance, and a trial run will convince you that there is nothing quite like the Lanchester "Forty." Will you make an appointment?



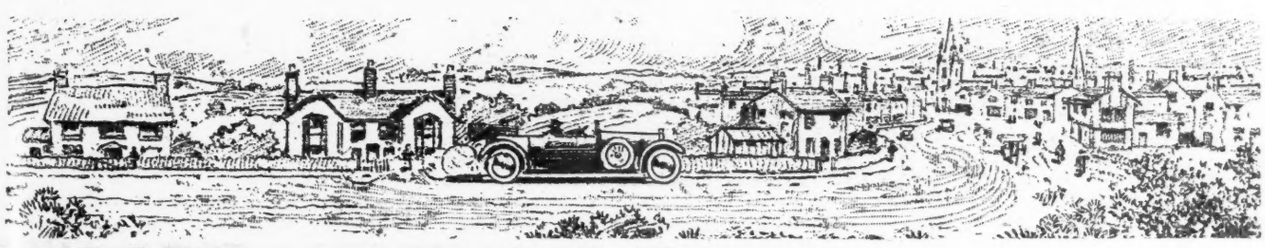
Catalogue and photographs on application.

THE LANCHESTER MOTOR CO., LTD.,

95, New Bond St., London, W.

Armourer Mills, Birmingham.

88, Deansgate, Manchester.



other new cars at the Show, the B.S.A. is entirely without grease cups, a commendable omission that testifies to real progress in design. Some ingenious person has tabulated sixty-four good features of the new B.S.A. Space prevents even briefest recapitulation of these, but visitors to the Show interested in this type of car may find it a pleasant exercise to see how many of these points they can discover for themselves.

BELSIZE, Manchester. Stand 276.

ONE of the most interesting new cars in the Show is the 9 h.p. Belsize, a car that represents most advanced modern tendencies in many respects. Messrs. Belsize Motors, Limited, are, for instance, one of the firms who openly announce their recognition of the fact that economical motoring is the motoring of the future and who introduce a model specially intended to cater for the new demand. But the new Belsize is of more interest than this, for the most advanced principles are embodied in the design of its engine, for which Mr. Granville Bradshaw is responsible.

The special features of this engine are that it honestly relies on oil cooling. All car engines rely on oil cooling in the main, but in most cases there is a pretence at an auxiliary cooling system either by water in the case of large cars or by air in the case of small cars, but the Bradshaw engine embodies a far more extensive—in fact, almost exclusive—application of oil cooling than has hitherto been available.

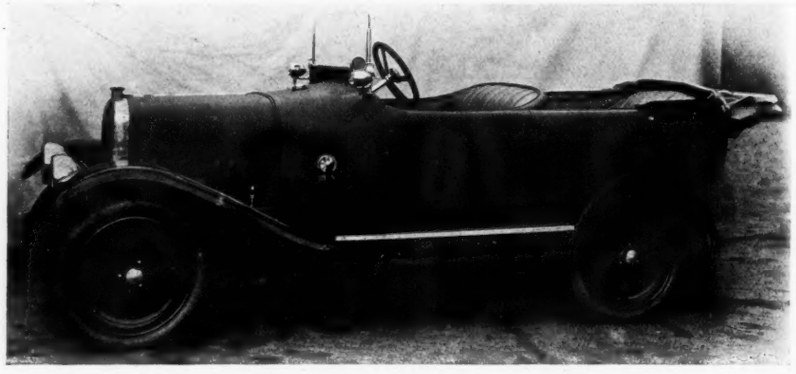
It is obviously impossible to give a complete description of such a departure in the space that is now available, but summarising very briefly it may be said that the cylinders are sunk into the crank case, the practical effect being that the engine is totally enclosed and surrounded by an oil bath. Also this practice has the further advantage in that whereas the noise generally associated with air-cooled engines is due to the fact that the metallic working parts are not protected by any exterior jacket, in the case of this engine they are, so that with its two cylinders set at 90° the engine is claimed to be nearly as silent as the average four-cylinder, while of course its balance should be even better. The 90° "V" engine is one of the best balanced types of engine in existence. The bore and stroke are 85mm. by 114mm., the tax being £9.

Engine, clutch and gear-box form a single unit, the gear-box having three speeds and reverse and being lubricated under pressure in common with the working parts of the engine. Another striking innovation in the design is that the clutch is placed at the rear of the gear-box instead of in front, and it can be dissembled completely in a few minutes. This fact, combined with a special type of clutch, is claimed, and it seems with good reason, to provide an uncommon ease of gear changing. Springing is by quarter elliptics all round. The steering lay-out is also unusual, and as a comment on its efficiency it is stated that the steering wheel can be turned from full lock to full lock while the car is standing still, while at 60 m.p.h. on the road the motor can be manœuvred with ease by holding the wheel lightly between the thumb and finger. Accessibility, economy, performance and neatness of appearance are claimed as further strong points of this remarkable car, which is to sell at about £275.

The old established and popular 15 h.p. Belsize models are retained, although we are surprised that the car is still called a 15 h.p., for its bore and stroke are 90mm. by 110mm., which gives an R.A.C. rating of 20.08 h.p., the tax being £20 by virtue of a concession on the part of the Ministry of Transport. Engine, clutch and gear-box form a single unit, four speeds and reverse being provided. Suspension is by semi-elliptic springs all round, and the steel detachable wheels are for 815mm. by 105mm. tyres.

CALTHORPE, Birmingham. Stand 263.

AS one of the pioneers of the light car movement Calthorpe cars always deserve to receive much attention at Show time, and by virtue of drastic reductions in price they should this year be an even more popular exhibit than previously. The popular model Calthorpe is one of the lowest priced established light cars on the market, for the two-seater costs only £355 and the four-seater £375, the two most expensive models exhibited being the four-seater Sports *de luxe* at £450 and a coupé at £520. A complete range of models is shown, this covering the four-seater sports *de luxe*, the four-seater standard *de luxe*, the two-seater standard *de luxe*, the two-seater popular, a four-seater popular and the coupé, but there is no chassis. The chassis for 1922 exemplify only minor modifications over that for this year, and as a matter of fact the 1922 model has been available to the public for some months.



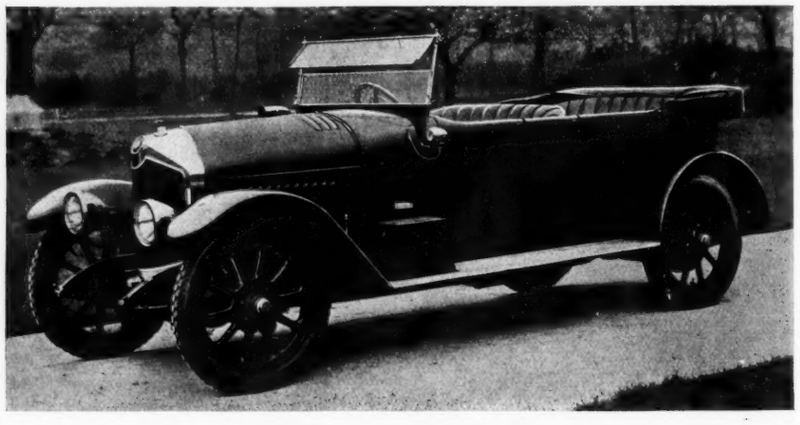
A SPORTS FOUR-SEATER LIGHT CAR, THE CALTHORPE.

The engine is a four-cylinder monobloc with a bore and stroke of 65mm. by 95mm., giving an R.A.C. rating of 10.4, and so being liable to a tax of £11. The three-speed gear-box has been modified in internal construction, with the result that a claim of unusual silence is now made for it, although, speaking from our own experience, the Calthorpe gear-box was never noisy as light car gear-boxes go. Transmission to the spiral bevel rear axle is by unenclosed propeller shaft and springing is by semi-elliptics all round, the rear having been increased in length by 2ins. The wheels are Michelin discs for 710mm. by 85mm. tyres.

The equipment of the *de luxe* models is quite complete, including electric lighting and starting and side curtains for the hood, etc. On the popular models powerful side lamps are mounted on the wings, so that there are three lamps all told instead of five, and there is no electric starter; also spring gaiters which are fitted as standard to the *de luxe* models are omitted.

CROSSLEY, Manchester. Stand 307.

CONTRARY to general expectation perhaps, the 25–30 h.p. R.F.C. model Crossley still forms an item in the programme of this Manchester firm, and, indeed, twelve of this model are being used as the only official cars by H.R.H. the Prince of Wales and staff during the Indian tour, as they were also used on the Australian tour last year. No change or modification is embodied in the 1922 chassis, which is not exhibited on the stand except in a complete car with landaulet body. The four-cylinder engine is rated at 25.6 h.p., its bore and stroke being 102mm. by 140mm. The gear-box gives four forward speeds and reverse, and springing is by semi-elliptics in front and three-quarter underslung elliptics in the rear, which with a wheel-base of 11ft. 3ins. secures very easy riding over all kinds of roads, while the ground clearance of 10¾ins. makes the car suitable for the most strenuous conditions of going.



THE CROSSLEY 19.6 H.P. TOURING CAR.

The 19.6 h.p. chassis, which made its first appearance at last year's Show, has now established itself as one of our leading four-cylinder cars, and it is undoubtedly a Crossley model that will come in for much attention. It is exhibited in polished chassis form and with a five-seater touring body, while the chassis may also be seen on the stand of several coachbuilders as a fitting foundation for the best examples of modern coachwork.

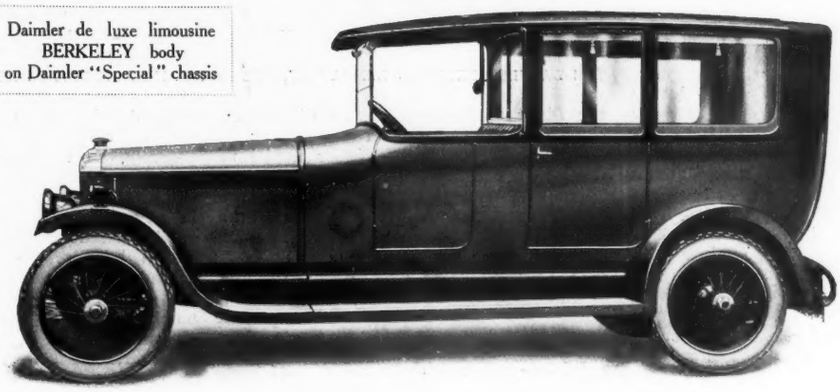
The engine of the 19.6 h.p. model is a four-cylinder monobloc casting with a detachable head and a bore and stroke of

Daimler

STAND 272

MOTOR EXHIBITION, OLYMPIA

Daimler de luxe limousine
BERKELEY body
on Daimler "Special" chassis



A visit to the Daimler Stand at Olympia, an inspection of the magnificent carriages on exhibition, and a comparison of prices will further establish the fact that

Daimler Value is still Pre-eminent

CHASSIS TYPES & PRICES:

DAIMLER "SPECIAL" 45 h.p. - 6 cylinders £1275

"LIGHT THIRTY" 30 h.p. - 6 cylinders £900

"STANDARD THIRTY" 30 h.p. - 6 cylinders £1000

DAIMLER "TWENTY" 20 h.p. - 4 cylinders £700

The DAIMLER COMPANY Ltd., COVENTRY

90mm. by 150mm., and in the matter of general specification the only differences from the 25–30 h.p. model are that the springs are semi-elliptic all round, although the rear are underslung as in the case of the older car. The wheel-base of this car is 10ft. 4ins., the track 4ft. 7ins., and the ground clearance 9ins., while the approximate weight of the chassis is given as 18½cwt. Quite a high road performance is obtainable from this Crossley car, so that the brake horse-power of the engine must be eminently satisfactory.

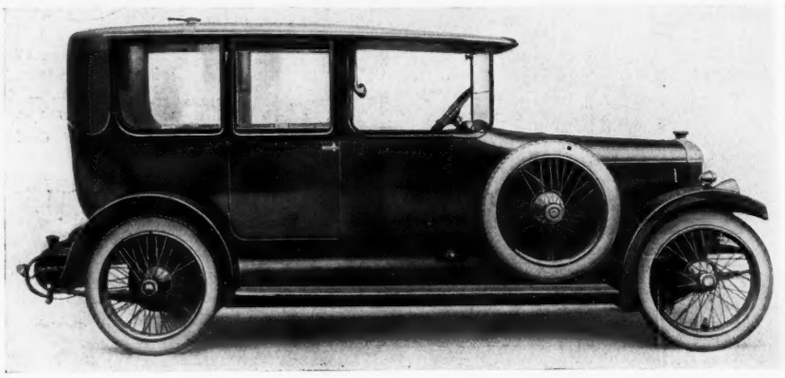
An important feature of the chassis is the attention that has been devoted to the question of lubrication, no grease-cups being fitted but lubrication being by spring-capped wick-fed lubricators instead, so that all chassis lubrication is carried out with an ordinary oil-can.

DAIMLER, Coventry. Stand 272. FOUR complete cars are shown on the Daimler Stand, each being exhibited on one of the four chassis that constitute the programme for next year. The Berkeley limousine is a streamline body, seating seven persons and mounted on a 45 h.p. special chassis; the Chesterfield landaulet with the same seating accommodation as the Berkeley is shown on the Standard 30 h.p. chassis; the Lichfield coupé, a four-seater interior-driven car, is shown on the Light 30 h.p. chassis; and the Mirfield landaulet is shown on the new 20 h.p. four-cylinder chassis. With the exception of the Lichfield, which is built specially for the Light 30 h.p. chassis, all Daimler bodies are interchangeable among any of the three remaining chassis.

With the exception of the 20 h.p. all models have six-cylinder engines, and the performance of the Light 30 h.p. equipped with a Lichfield body was reviewed by us not so long ago. Daimler chassis construction has not been seriously modified since last year as regards the six-cylinder cars. The largest model has a bore and stroke of 110mm. by 130mm., giving a Treasury rating of 45 h.p., the gear-box gives four forward speeds and reverse, and final drive is by Daimler-Lanchester worm. The tyre size on the B.S.A. wire wheels is 890mm. by 150mm. With the exception of engine dimensions, the specification of the two 30 h.p models resembles that of the 45 h.p., the bore and stroke being 90mm. by 130mm. The differences between the Standard and the Light 30 h.p. are merely differences of over-all dimensions and weight.

The new 20 h.p. Daimler model is among the special value for money propositions of the Show. Its four-cylinder engine measures 90mm. by 130mm. and has a Treasury rating of 20 h.p.. The general specification is the same as that of the other chassis, and at £700 the car is emphatically on the low-priced side; indeed, all Daimler cars are low priced when judged by the majority of other vehicles with similar specifications and of a similar standard of workmanship. The Light 30 h.p. costs £900, the Standard 30 h.p. costs £100 more, and the special 45 h.p. is priced at £1,275, really a remarkably cheap production.

DE DION-BOUTON, Puteaux, Seine. Stand 258. WITHOUT making any invidious distinctions it is safe to say that de Dion cars share with no more than two or three others the credit for the original pioneer work of automobilism. De Dion cars have entirely kept pace with progress, so that the 1922 model is a very fair example of modern design. The exhibits comprise two types of chassis, a 12–14 h.p. four-cylinder and an 18-20 h.p. eight-cylinder. The first of these has a bore and stroke of 70mm. by 120mm., giving a Treasury rating of 12.1 h.p. The gear-box gives four speeds and reverse, and is controlled through a right-hand invisible gate. The front springs



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5. Behaviour in traffic.
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7. Economy of running costs.
8. Lack of noise.
9. Wear on tyres.
10. Rate of depreciation.

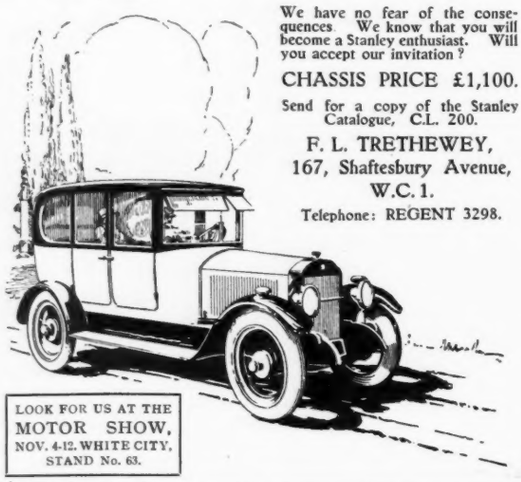
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"NUGGET" BOOT POLISH

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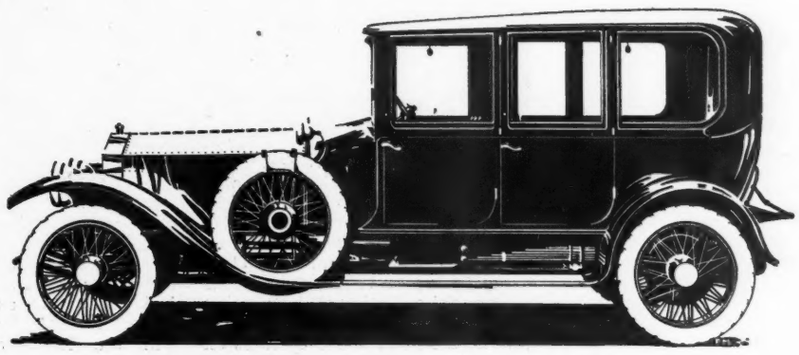
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THE 'NUGGET' OUTFIT

Every household should have the 'Nugget' polishing outfit. Sold everywhere in metal case,

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BARKER PULLMAN LIMOUSINE
As Supplied to H.R.H. The Prince of Wales

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OLYMPIA, STAND 328

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His Highness The MAHARAJAH DHIRAJ OF PATIALA

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"Yours faithfully,

"(Signed) SAMPAT SINGH, Lt.-Col. Military Secretary, Patiala."

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"I have now experienced the pleasure of your fifth body, a four-seater, on my new Rolls-"Royce, Alpine Eagle, a worthy and necessary combination if one aspires to perfection.

"The undoubted improvement in the Rolls Chassis over the older model is only equalled "by the great advance in the Body work, and I must congratulate you on the beautiful lines "and perfect finish of my latest Car, and can only add that it has received all round the "greatest admiration.

"Yours faithfully,

"(Signed) JAMES P. HUMPHRIES."

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Adams

are semi-elliptic and the rear cantilevers, the tyre size being 760mm. by 90mm., which, in our opinion, is rather small for a car of this type and probable weight. The improvements embodied in this model over its 1921 predecessor are the fitting of a cowl to the engine side of the radiator, thus improving its cooling efficiency, the dynamo platform is now movable so as to provide adjustment for the driving chain, and there are detail improvements to the rear axle. The foot brake is of the internal expanding type operating on the rear wheel drums, which have been increased from 260mm. to 326mm. in diameter and from 30mm. to 34mm. in width.

The 18–20 h.p. eight-cylinder model—a type of engine in which again the De Dion was a pioneer—has a bore and stroke of 65mm. by 100mm., giving an R.A.C. rating of 20.9 h.p. The remainder of the chassis resembles the 12–14 h.p. in general specification, but the wheels are for 315mm. by 105mm. tyres.

DELAGE, Paris. Stand 250.

EVER since the war Delage cars have been continually in the public eye. They are, of course, not ordinary cars and they have always been highly esteemed, but their embodiment of all that is latest and of not a little that seems to belong to the future in their design, make them cars of more than ordinary interest to the technically minded, while their elegant lines and the high class bodies with which they are generally fitted gives them a powerful basis of appeal to those who judge a motor car more by its appearance than by its mechanical details.

The " grand sport " chassis is practically the same as the 24 h.p. six-cylinder, except that the wheel-base is 9ins. shorter and presumably the engine has undergone some " gingering up." The bore and stroke are 90 mm. by 150 mm., which gives an R.A.C. rating of 23.8 h.p. Unit construction is employed for engine and gear-box, the whole forming a very compact unit and the latter provides four forward speeds and reverse. Suspension is by semi-elliptic springs all round, those in the rear being underslung and the Rudge Whitworth wire wheels are for 885 mm. by 135 mm. tyres in the case of the standard 24 h.p., and 880 mm. by 120 mm. tyres in the case of the " grand sport " model.

The 11 h.p. car is an entirely new model, of which the horse-power description is somewhat misleading to British motorists, for the engine dimensions are 72 mm. by 130 mm., which gives an R.A.C. rating of 12.8 h.p., so that the tax is £13. This engine has detachable cylinder heads and, as is the case with the two larger models, forms a single unit with the gear-box, which gives four forward speeds and reverse.

One of the chief features of all Delage cars is the fitting of brakes to all four wheels, the pedal operating all four brakes simultaneously through a compensating device, while the hand brake operates on the rear wheels only.

ENFIELD ALLDAY, Birmingham. Stand 254.

THE 10 h.p. Enfield Allday is one of those light cars built up to a standard and not down to a price, but whatever admiration one may feel for its chassis, and the design certainly calls for admiration, one's feelings cannot but be tempered with regret that the Enfield Allday of 1922 is not the car that was shown to us at Olympia in 1919. For ourselves, nothing will replace what was promised us as the 1920 Enfield Allday car but something else on similar lines, and it is doubtful if any other firm will be able to succeed where Enfield Alldays failed. We are referring, of course, to the five-cylinder air-cooled radial engine car which was the sensation of that Show when every stand claimed to house a miniature revolution in automobile design.

The Enfield Allday engine has been designed so as to come within the £10 tax, and it has a bore and stroke of 63.5mm. by 117.5mm., which in spite of its low tax gives a total capacity of 1,488c.c. The gear-box is a separate unit, three point suspended in the chassis frame, giving three speeds and reverse, control being right handed. The cardan shaft is enclosed in a torque tube, the rear axle having spiral bevel drive and being of the three-quarter floating type so that the driving shafts take none of the weight of the car. As is fitting with one of the highest priced light cars of the Show, the petrol tank is carried at the rear of the chassis, the feed from it being by Autovac. Suspension is by semi elliptic springs in front and cantilever in the rear, and the wheels are for 30in. by 3½in. tyres, the Enfield Allday being one of the first British light cars to adopt inch-sized tyres as standard. It is undoubtedly a feature in which this car will be copied by others in due course.

The exhibit comprises a polished chassis, a four-seater touring car (£575), a four-seater saloon (£795), a coupé (£695) and a sports model (£625).

FIAT, Turin. Stand 285.

IN the matter of variety the Fiat stand is surely unique in the Show, for the cars shown range from the 10 h.p. four-cylinder with a bore and stroke of 65mm. by 110mm. to a twelve-cylinder 40–60 h.p. chassis that is one of the most striking exhibits in either Olympia or the White City

The light car, known as Model 501, with its recently reduced price of £550 for the four-seater, is generally regarded as one of the very best small cars that the motorist can buy, for not only is the specification thoroughly sound, but the construction of the car throughout is on the highest class lines. For instance, engine lubrication is completely under

The New 15·9 h.p. ARROL-JOHNSTON Car (Type "C")

The Type "C" Car is an entirely new model, embodying the very latest ideas in modern motor-car construction.

Among the many improvements that have been effected is the lengthening of the engine stroke from 120 m/m to 130 m/m. This results in a considerable gain in power without affecting the rating of 15·9 h.p., or the low petrol consumption.

PRICES. ***With Full Equipment.***

Complete Ready for the Road, Delivered at Works.

15.9 h.p. Open Touring Model	**£650.**
15.9 h.p. All-Weather Model	**£795.**
15.9 h.p. Saloon Model	**£850.**

Some New Features.

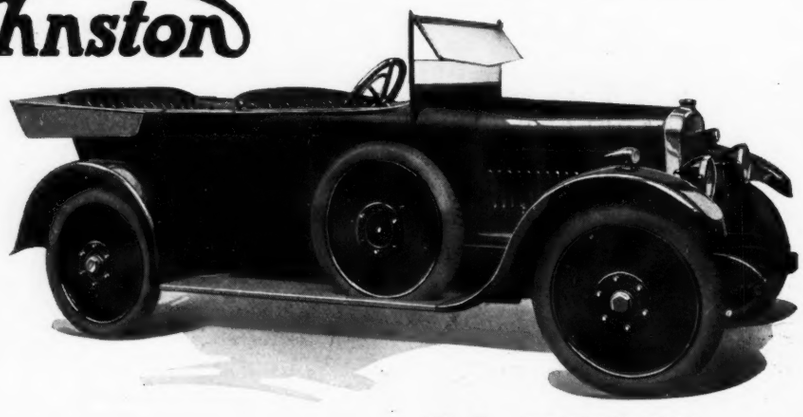
(1) Cylinders cast en bloc with detachable head. (2) New design frame. Very deep and of exceptional strength. (3) New rear semi-elliptical springing, the springs being long and very elastic, specially designed to meet pot-holed and poor surfaces. (4) Both front and rear springs are covered with gaiters impervious to wet and dirt. (5) The back axle, with improved lubrication, is of strengthened detail construction to meet the increased engine power and deteriorating roads. (6) Improved body details. Real leather upholstery, speedometer fitted flush, now included in standard specification.

OLYMPIA MOTOR SHOW
Nov. 4th—12th
STAND NO. 270

Arrol-Johnston

ARROL-JOHNSTON, LTD., DUMFRIES, SCOTLAND.

London Dealers:
LEVERETT, THORP & KEARTON, LTD.,
122 New Bond Street, W.1.



The Type "C" Touring Model.



Olympia 1921.

The leading part played by

DUNLOP

in the development of the motor industry cannot better be exemplified than by an inspection of the Company's latest products on view at Olympia.

Recent all-round price reductions further testify to the progressive spirit of the founders of the pneumatic tyre industry.

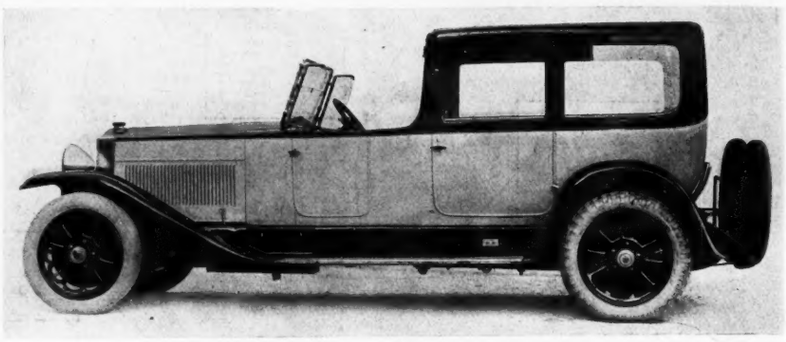
DUNLOP RUBBER CO., LTD.,
BIRMINGHAM.
And Branches throughout the world

pressure, and the water is also pump circulated. The gear-box gives four speeds and reverse, although there is a fact connected with it that, for ourselves, we are inclined to criticise. We are told that the drop from top to third speed is 100 per cent. (*i.e.*, assuming the top gear ratio to be four, third is eight), and this, of course, is not what the British motorist requires in a four-speed gear-box. It is all the more surprising when one remembers the long Alpine climbs that are met within a short distance of the Fiat works and which, one would have thought, would have encouraged the fitting of a third speed with not more than a 15 per cent. or a 20 per cent. drop from top.

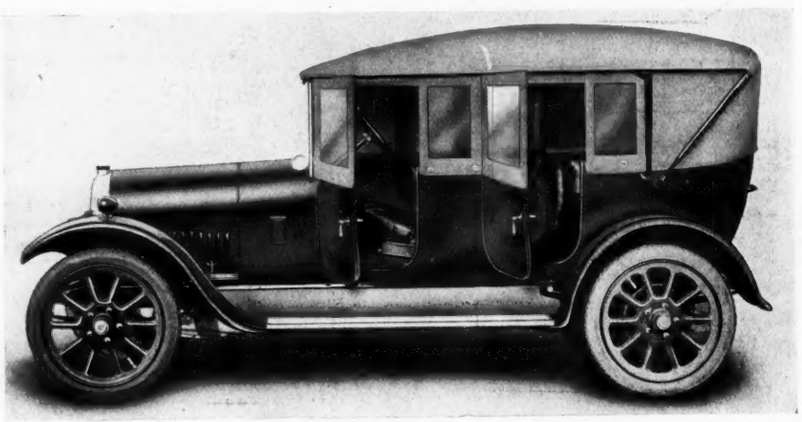
Model 505 is a 15–20 h.p. car with a four-cylinder engine having a bore and stroke of 75mm. by 130mm. Model 510 is a six-cylinder with a bore and stroke of the same dimensions. Indeed, the general chassis specification for these three models is broadly the same.

Model 520 is the much talked of newcomer with a twelve-cylinder engine, which has a bore and stroke of 85mm. by 100mm. The cylinders are arranged in two blocks of six each at an angle of 60°, and have detachable heads that carry the valves, which are operated by a single cam-shaft driven from the crank-shaft by silent chain. The drive is taken from the engine through a Ferodo-lined disc clutch to the three-speed gear-box, and thence final drive is through a herringbone-driven rear axle. Springing is by semi-elliptics in front and cantilevers in the rear, all springs being fitted with shock absorbers, while, as might be expected with a super-car such as this, brakes are fitted to all four wheels.

HUMBER, Coventry. Stand 300. THE two Humber models for next year are the 11.4 h.p. and the 15.9 h.p., the performance of the latter having been recently reviewed in these pages, when we stated that, provided its method of clutch adjustment were modified, the car would be one of the very best of its type that we have ever sampled. We understand that this modification and others of a minor, but equally important, character constitute the only changes in Humber cars for 1922.



ONE OF THE SUPER-CARS OF THE SHOW, THE NEW TWELVE-CYLINDER FIAT.



THE ALL-WEATHER 11.4 H.P. FOUR-SEATER HUMBER.

You are invited
to a
PRIVATE EXHIBITION
of the latest Austin Models
(including the new Austin Twelve)
To be held in London from Nov. 5th to Nov. 12th at

The Austin Motor Co., Ltd., 479/483, Oxford Street, W.1
The Car Mart, Ltd., 297/9, Euston Road, N.W.
The City Car Agency, Ltd., 36, Queen Street, E.C.
Rootes, Ltd., 8/9, Long Acre, W.C. 2

Six thousand, five hundred and sixty-six (6,566) Austin Twenty Cars are now on the road. During this year two thousand, two hundred and forty-six (2,246) cars have been delivered.

Distributors and agents are showing unbounded confidence in the future of the Austin Twenty and the new Austin Twelve, by placing large contracts for 1922.

DO NOT PURCHASE YOUR SMALL CAR UNTIL YOU HAVE SEEN **THE NEW AUSTIN TWELVE**

AUSTIN TWENTY Touring £695 Coupe - £850 Landaulet - £875 **PRICES AT WORKS**

Austin

The Austin Motor Co., Ltd., Northfield, Birmingham

STAR CARS

Make a Note!
LOOK SPECIALLY FOR
NEW "STAR" 11.9

STAND 294 OLYMPIA

A glance at the prices will interest you.
Of their wonderful value, your inspection of these Models will astonish you.
A trial run will certainly convince you that you will make no mistake in placing your order for a "STAR."

MODELS AND PRICES

CHASSIS
11.9 H.P. £395
15.9 H.P. £545
20.1 H.P. £600

2-SEATER
11.9 H.P. £495
15.9 H.P. £670

4-SEATER
11.9 H.P. £545
15.9 H.P. £695
20.1 H.P. £750

ALL WEATHER
11.9 H.P. £650
15.9 H.P. £895
20.1 H.P. £950

COUPE
15.9 H.P. £770
20.1 H.P. £830

LANDAULETTE
15.9 H.P. £995
20.1 H.P. £1050

The Star Engineering Co. Ltd., Wolverhampton
LONDON:
The Star Motor Agency Ltd., 24-25, Long Acre, W.C. 2

The Cubitt CAR

OLYMPIA
Nov. 4th.-12th.
STAND NO.
313

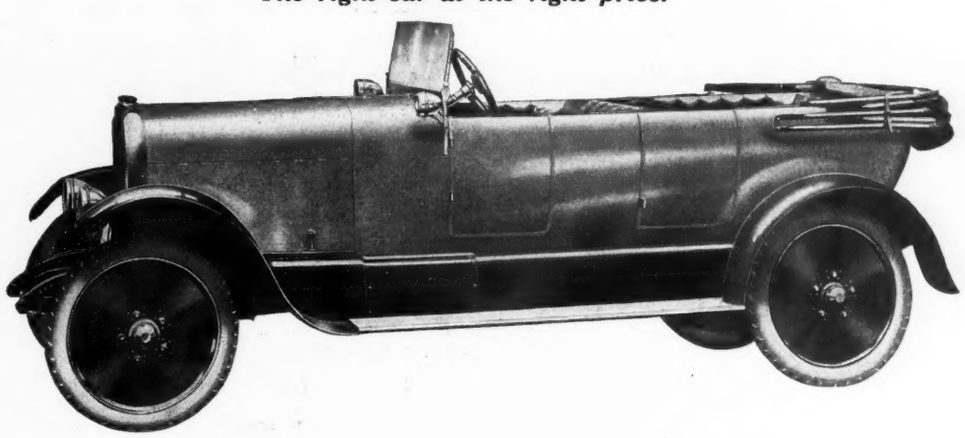
There has never been a pause in the development of the CUBITT Car—where possible it has been refined and improved—and to-day it is undoubtedly the finest value for money proposition on the market.

£442
COMPLETE

Brief Specification

Engine: Four-cylinder, 80 by 140 mm., four-speed, gate change and reverse; overhead worm-driven back axle; wheelbase, 10ft. 6in.; road clearance, 10½in.; 815 by 105 Beldam rubber non-skid tyres; four-seater touring body, painted grey; wind-screen, one-man hood, five wheels, four tyres, electric lighting and starting set, complete equipment of accessories.

"The right car at the right price."



Should any of our prospective customers care to avail themselves of our "Use it while you pay system" of £50 down and the balance in monthly instalments, we should be pleased to forward full particulars on request.

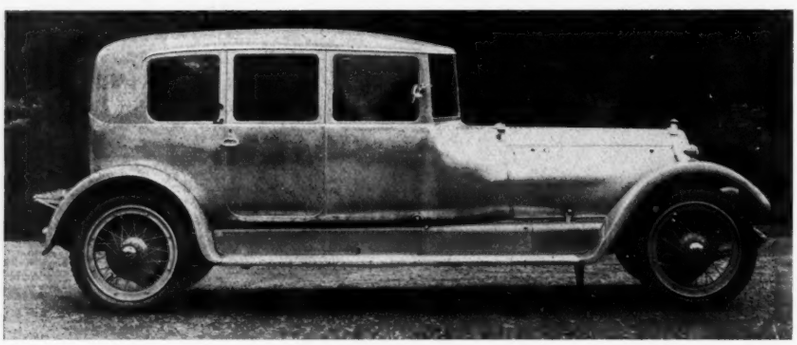
CUBITTS' ENGINEERING CO., LTD.

Showrooms - - - - - - **56, CONDUIT STREET, LONDON, W.1.**
Service Station - - - - - - **258, GRAY'S INN ROAD, LONDON, W.C.**
Factory - - - - - - - - - - **AYLESBURY, ENGLAND**

J.C.F.

As a matter of fact, the minor modifications in the case of the 11.4 h.p. model, although individually inconsiderable, taken together effect a really noteworthy improvement on what has always been a very highly esteemed car. Perhaps the best commentary on Humber quality, and that which depends on it, Humber popularity, is to be found in the fact that during the whole of the past season the Humber works at Coventry have been hard put to meet the demand for their products.

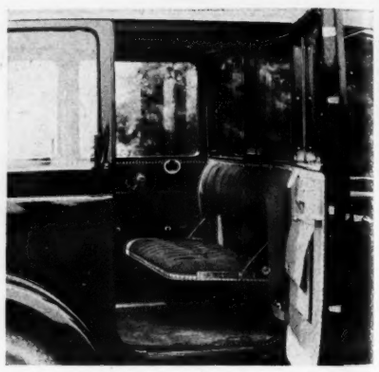
Many useful innovations in body-work are to be seen among the cars on show, these comprising an 11.4 h.p. two seater with dicky seat, a four-seater touring car, and a coupé, also on the 11.4 h.p. chassis; a 15.9 h.p. five-seater touring car and a 15.9 h.p. saloon *de luxe*. All Humber open touring models are now effectively all-weather cars, for the patent hood with which they are fitted is equipped with side panels which open with the doors and which may be used without previous erection of the hood, so that special side protection from draught is secured. Two examples of Humber coach-work were illustrated in our last week's issue—the all-weather arrangement on the 11.4 h.p. two seater and the rear wind-screen as now fitted to the 15.9 h.p. touring car.



THE LANCHESTER SALOON.

LANCHESTER, Birmingham. Stand 292.

THE Lanchester is a car for which every capable critic of automobile design always has a very keen appreciation. From the very earliest days Lanchesters have exercised a deep influence on the whole conduct of automobile design, and no exception exists in the case of the post-war model which for 1922 has undergone no important modifications. Fine workmanship and evidences of almost extreme modernity in design are the characteristics of the chassis. The six-cylinder engine, rated at 38.4 h.p., has a bore and stroke of 102mm. by 127mm., and the over-head valves are operated by an overhead camshaft. Of the minor modifications to be seen in the 1922 engine, worm drive is fitted for the magneto in place of bevel, making for more silent running; and thermostatic control is provided for the cooling water, thus undoubtedly increasing the efficiency of an engine that has always been one of the most highly efficient of its class. The petrol tank has been increased to a capacity of twenty gallons, and its filler is so arranged that it is accessible without disturbing the luggage on the carrier. Naturally, such celebrated Lanchester features as the epicyclic three-speed and reverse gear built up as a unit with the engine, rear axle and extraordinarily efficient suspension are retained.



THE OCCASIONAL SEAT IN THE LANCHESTER SALOON CAR.

In addition to a polished chassis, a complete touring car and a limousine are at the Show, the limousine being quite one of the "show" cars at Olympia. On the touring car is to be found a feature that is being copied far too slowly by other manufacturers. Lanchester touring cars are provided with a properly designed rear windscreen as a standard fitting, and, especially in view of the fact that Lanchester features are generally copied with avidity, it is difficult to understand why this excellent innovation has been allowed to remain so long a unique Lanchester asset.

"Press a button and speak!"

Remarkable Car Telephone, will replace *practically all* speaking-tubes at the Motor Exhibition.

Royalty Adopts It.

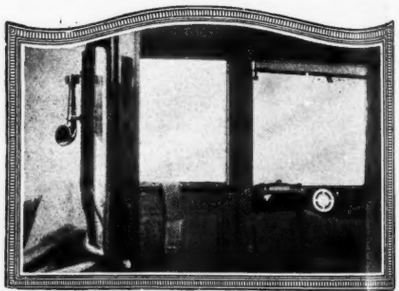
ALL up-to-date offices, hotels and houses have long since abolished the speaking tube in favour of the telephone as a means of communication. So it is not altogether surprising to find the movement spreading to the automobile world, where, in some closed cars this relic still lingers. Owners of closed cars know the inefficiency of the speaking tube; its insanitary mouthpiece and cumbersome construction, which is marring the appearance of many beautiful limousines. The bulb and tube are objects that do not happily conform with modern coachbuilding tendencies. They do not blend with the harmonious lines which mark a well designed car interior. Yet they cannot, unfortunately, be hidden. But here is the latest method of closed car communication — the Motor Dictograph Telephone.

You can talk by your Motor Dictograph to the chauffeur from inside your closed car without using a mouthpiece or speaking tube. Just press a button and speak in ordinary tones, and be heard quite plainly above the surrounding traffic. Instead of breathing into an insanitary mouthpiece, you just talk *towards* the disc at a distance of about 15 inches, the chauffeur hearing your message distinctly and clearly spoken. Think how much more comfortable! All that is visible inside the car is a silvered disc about 4 inches in diameter "let in" the upholstery, and two push buttons, neat and unobtrusive. Another way it can be used, however, in any closed car, is to fit the disc in one of the vanity cases in place of the usual clock. Complete vanity cases in satinwood, rosewood and other finishes are, of course, supplied complete.

Type "B" Motor Dictograph is designed specially for cars already fitted with the speaking tube or other forms of communication. In an hour or so, at any garage, you can replace them without cutting the upholstery or woodwork in any way. If you have a closed car or are about to specify one, ask your dealer to show you the Motor Dictograph—which the Motor Press describes as "the only really satisfactory means of communication with the chauffeur, in existence."

From WILLYS OVERLAND— F. W. Libby (Chairman.)

"We have used the motor Dictograph on our Willys Knight closed cars for several years past. We and our customers find it very satisfactory. I have used it personally on my car in London for the last two years and find it most convenient. Its simplicity and reliability make it, I consider, the best means of communication between passenger and chauffeur that I know of."



Type "A installed."

Recently adopted by T.R.H. The Prince of Wales and the Duke of York, the King of Denmark, Sir Alfred Mond, Sir Glyn West (Chairman, Armstrong Siddeley), Viscount Northcliffe, the French President, Sir John Harrington, W. Letts (Managing Director, Crossley Motors, Ltd.), and many other closed car owners.

Fitted extensively by Barker, Hooper, Windover, Mulliner, Cunard, and all other leading coachbuilders.

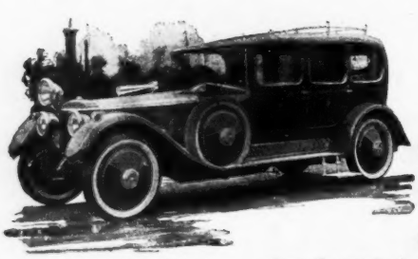


Type B.



Type A. in vanity case.

PRICE NOW REDUCED from 12 to 9 GUINEAS. ***Send for literature.***



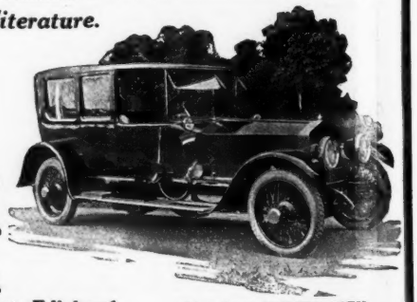
Stand 142 WHITE CITY.

The MOTOR DICTOGRAPH

(DICTOGRAPH TELEPHONES, LTD.)

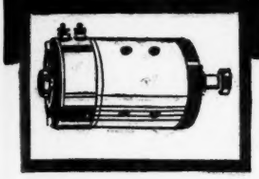
8, DENMAN STREET, LONDON, S.E.1.

Sole Scottish Agents, J. H. THOM & CO., Ltd., 67-73, Dundee Street, Edinburgh.

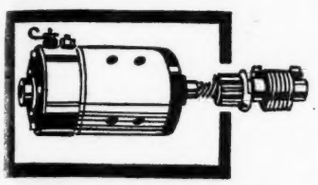


Stand 142 WHITE CITY.

Things to see at the Show



THE most complete range of CAR LIGHTING DYNAMOS is listed for the forthcoming season. The new "D" type circular models in 6 and 12 volts cover the requirements of every class of motor vehicle. All types can be supplied in single or double pole wiring system.

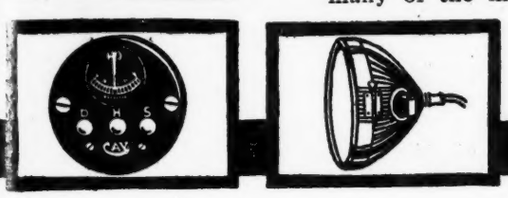


The new C.A.V. ELECTRIC STARTERS for 1922. Simplicity and efficiency increased—cost reduced. All models incorporate the well-known Bendix drive, the circular form facilitating fitting. Special light car models of small overall dimensions and light weight.



"C.A.V.-WILLARD" BATTERY with the famous THREADED RUBBER INSULATION. Replacement batteries for all American cars. The latest achievement in battery construction. Each battery backed by the most comprehensive Service Scheme in existence.

No. 12 SWITCHBOARD. A production suitable for all classes of equipments, especially light cars. Switches control dynamo, head and tail, and side and tail. Ampmeter records charge and discharge. Overall dimension 4½ inches.



"D.H." HEADLAMPS. Ideal for light cars. Brass, nickel and black and nickel finish. Single centre or double contact holder and adaptor. This model is now fitted as standard to many of the most popular light cars.

C.A.V. STAND 443 OLYMPIA

VULCAN

Stand 302 Olympia.

Exhibits :

20 h.p. Landaulette.

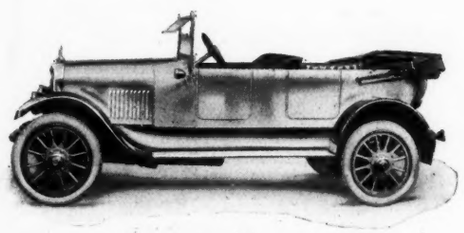
16 h.p. Tourer.

20 h.p. Sports Model with new slide valve engine.

9 h.p. Four Seater with new slide valve engine.

THE 1922 models contain features that are unique in engine design, and give the greatest economy in running and cost of upkeep.

Trial runs on any model given on request.



16 h.p. 4/5 Seater Tourer, **£650**

The
Vulcan Motor & Engineering Co. (1906) Ld.
Crossens, Southport.
London: Vulcan Motors (London) Ltd., 118, Gt. Portland Street, W. 1

Graham
AUTO SPECIALITIES

STAND No. 191 AT THE WHITE CITY

GRAHAM ELECTRICAL AUTOHORN

The "Horizontal Diaphragm" Warning Signal.

GRAHAM DIMMER SWITCH

Essential to those who travel by night.

GRAHAM MOTOPHONE

A convenience and a necessity for owners of closed cars. . . . . A car telephone of real efficiency. . . . . .

"B & C" CAR LOCK

A certain thief-proof device for all makes of cars.

MOTOR EXHIBITION Nov. 4th-12th, 1921

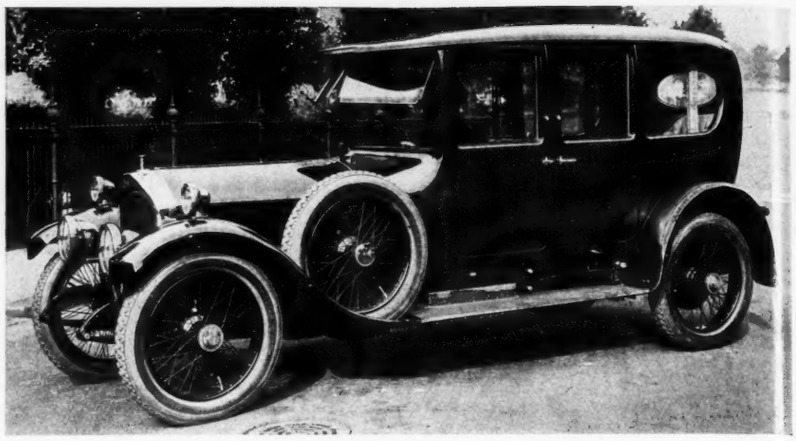
ALFRED GRAHAM & COY.
ST. ANDREW'S WORKS,
CROFTON PARK, LONDON, S.E. 4

NAPIER, London. Stand 291.

FRESH from its Alpine trial and on a stand embellished with trophies of the event in the form of the R.A.C. certificate and many photographs, the 40 h.p. Napier will, as usual, be one of the centres of attraction at the Show. Its Alpine performance has not exactly proved things of which one had no suspicions, but has merely clinched the general idea that, provided the purchase price be forthcoming, the cost of a really high-class car is always a sound investment. It is, by the way, not without interest that the Napier is the only car that has been submitted to an R.A.C. Alpine trial.

Briefly summarising the specification of this chassis the engine is a six-cylinder unit with a bore and stroke of 102mm. by 127mm., and embodying all the most modern discoveries in design and construction. Both valves and cam-shaft are carried in the detachable cylinder head. The gear-box is mounted separately from the engine in the chassis and transmission is by a propeller shaft enclosed in a torque tube to a spiral bevel-driven rear axle. The front springs are semi-elliptics and, it almost goes without saying, the rear are cantilevers, while the Rudge-Whitworth detachable wire wheels are for 895mm. by 150mm. tyres. The wheel-base of the car is 11ft. 5ins., and the track 4ft. 8ins. The Napier has the distinction, in its favour or otherwise according to one's point of view, of being the most expensive British chassis existing as a commercial proposition in the Show, and there can be little doubt in the mind of anyone who inspects it carefully that it fully represents every penny of value.

But in spite of the attractiveness of the chassis, attention on this stand will doubtless be focussed on a new type of body which was illustrated in our last week's issue. It consists of two separate compartments, the front being for the driver and the rear portion quite distinct from it, being totally enclosed and mounted on "C" springs. What with the highly efficient cantilever springing of the chassis and its supplementary springing this "Town Landaulet" should represent the last word in comfort to anyone who is bold enough to buy it in spite of its somewhat unconventional appearance. Accommodating only two persons and, almost needless to say, upholstered in extreme luxury, the back half of the body is made detachable so that it gives the advantages of the landaulet. Its interior equipment is most magnificent, even the lighting being by means of hanging pillar lamps, while there are elaborate ladies' and gentlemen's companions, including a beautifully fitted writing desk.



A NAPIER SALOON.

ROLLS-ROYCE, Derby. Stand 289.

IN view of the innumerable pleasant things that have been said and continue to be said about the Rolls-Royce car it is difficult to know how to add to the quota without repetition. Suffice it therefore to say that we are as enthusiastic admirers of this very fine car as any one else who has expressed an opinion of it in print. As the makers state themselves, Rolls-Royce excellence of design lies not in one direction, it is a combination of very many desirable attributes that have earned for the car the high place that it occupies and renders it almost unique among mechanically propelled vehicles. Many times its position has been assailed, but Rolls-Royce always remains a name with which to conjure in the motoring world.

For 1922 the chassis has undergone no modifications worthy of note, except such minor improvements as are continually being made in the detail design, and present day chassis modifications, we understand, are now practically reduced to the successful employment of lighter metals and working parts, without, almost needless to add, affecting the durability of the car.

The dimensions of the six-cylinder engine are 114mm. by 121mm., giving



The Quality Car of all times
may be seen at Olympia
STAND 310

Do not fail to see these 1922 Models:

11.9 h.p. CALCOTT Two Seater	£495
11.9 h.p. CALCOTT Coupé	£595
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10.5 h.p. CALCOTT Two Seater	£350

All Models are fitted with Dunlop Tyres
Illustrated Catalogue sent upon request
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The CLASSIC CALCOTT

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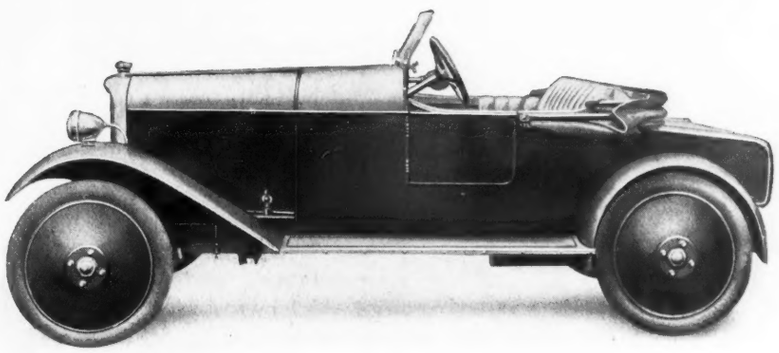
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PRICE £275

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9 H.P. BELSIZE (BRADSHAW MODEL).

SILENCE-POWER-ECONOMY-SPEED

OLYMPIA, STAND 276.

WORKS:—CLAYTON, MANCHESTER, AND 3, DUKE STREET, ST. JAMES'S, S.W.1.

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WAKEFIELD Castrol Regd MOTOR OIL

The Laureate of Lubricants

The more strenuous the test, the more victorious does "Castrol" prove. In the 200 Miles Race, the greatest event in light car history, the Laureate of Lubricants was used by

CAPT. A. FRASER-NASH. G. N. Light Car (Winner 1,100 c.c. Class).

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Over and Over again the Overland

has demonstrated its ability to outstay the most expensive cars

THE 1922 MODELS

TOURING CAR MODEL-DE-LUXE	TWO-SEATER MODEL-DE-LUXE with double dickey	THREE-QUARTER LANDAULETTE
£440	£420	£595

with BRITISH COACHWORK and 106" wheelbase.

ON EXHIBITION AT THE MOTOR SHOW

OLYMPIA STAND 274

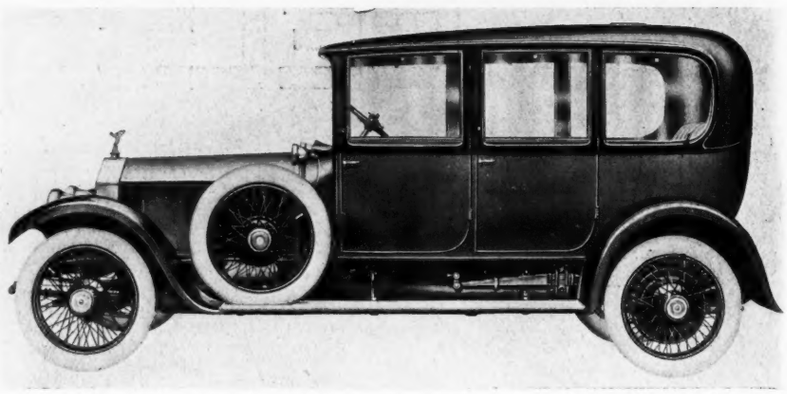
on which also will be shown the

STANDARD MODEL 5-SEATER - £375
(All New Overland prices effective from November 3rd, 1921.)

WILLYS OVERLAND CROSSLEY, LTD.
British Factory and Sales Dept. - HEATON CHAPEL, MANCHESTER
Showrooms - - - - - 151-3, Gt. Portland Street, LONDON, W. 1.

an R.A.C. rating of 48.6 h.p., and so making the car the highest powered in the Show. Four speeds and reverse are provided by the gear-box. Semi-elliptic springs are used in front and cantilevers in the rear, while the detachable wire wheels are equipped with 895mm. by 135mm. tyres in front and 895mm. by 150mm. tyres in the rear; the wheel-base is 12ft., and the track 4ft. 8ins.

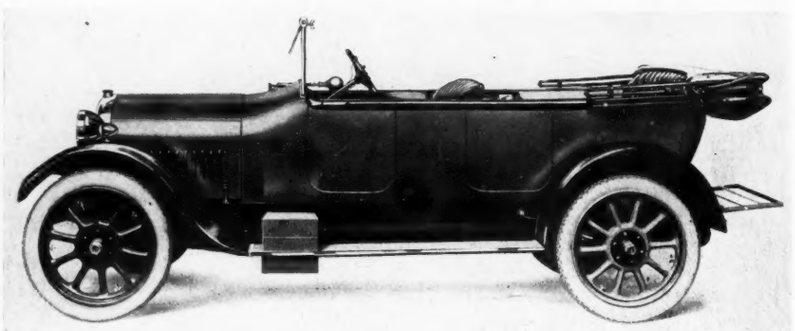
The exhibit comprises a Pullman limousine by Barker, a landaulet by Hooper and an open four-seater by Mulliner, the first named being painted maroon and black with plain cloth upholstery of a light shade, while its interior fittings are of silver. There are four doors and the frameless windows are operated mechanically.



A ROLLS-ROYCE WITH BARKER SALOON BODY.

ROVER, Coventry. Stand 287. THERE are four exhibits on the Rover Stand, ranging from the 8 h.p. air-cooled two-seater car to a 12 h.p. coupé. Rovers are among the many cars of which the prices have been recently reduced, and at £220 the air-cooled Rover, which has thoroughly proved its worth during the two years it has been before the public, is really of exceptional value. Although it has a two-cylinder air-cooled engine, the bore and stroke being 85mm. by 88mm., the Rover has always been noted for its silence, and for 1922 this always appreciated asset has been given further attention. The appeal of these ultra small cars has enormously widened during the last year or two, and in no small measure the 8 h.p. Rover deserves some of the credit.

Improvements in the 12 h.p. cars are, as might have been expected, only improvements of detail, and the 12 h.p. Rover is one of the numerous cars that are now fitted with all-weather hood and side curtains. The hood is of the self-lifting type, strong coil springs being fitted so that no muscular strength is required for its erection. It is interesting that this chassis has reached such a stage of development that its makers can think of no improvements beyond such details as strengthening the luggage grid, the fitting of a larger tap to the radiator and of an instrument-board lamp, and improving the bulb horn.



THE 12 H.P. ROVER, ONE OF OUR OLDEST AND MOST SUCCESSFUL MODERATE POWER TOURING CARS.

The proved BEST by test



Don't neglect your Springs

IT'S DANGEROUS

Keep them covered from mud and rust keep them

CONSTANTLY LUBRICATED

by fitting

JEAVONS LUBRICATING SPRING GAITERS

See them—Handle them
Test them—Order them

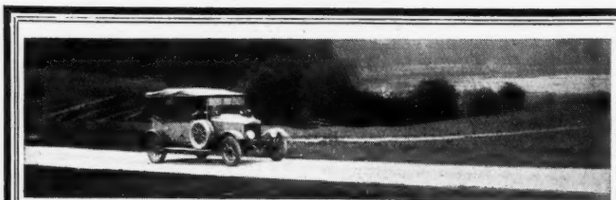
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JEAVONS LUBRICATING SPRING GAITER



The All British

Standard Light Cars

1922 Programme

THE Standard Motor Co., Ltd., have pleasure in announcing their programme for the Season 1922:

PRICES OF NEW MODELS

11 h.p.
Chassis ... £450
2-seater ... £515
4-seater ... £525

8 h.p.
Chassis ... £275
2-seater ... £325
4-seater ... £325
(Including Complete equipment.)

(1) 11 h.p. Chassis fitted with 2 and 4 seated bodies similar in type to those supplied during 1921 season; also with attractive 2 and 4 seated Coupé and Saloon bodies.

(2) At the repeated requests of owners of the original "Standard" Light Car, the Company have made arrangements to produce a small Car of 8 h.p. fitted with a 4 cylinder water-cooled engine and weighing approximately 11 cwt.

The Cars will be exhibited at

Olympia, Stand 288

where full details will be available.

The Standard Motor Co., Ltd., Coventry.
London Showrooms: 49, Pall Mall, S.W. 1

Count · them · on · the · Road

OLYMPIA SHOW

See the Latest

Ruston-Hornsby

The Car of Quality & Value

Models on Stand

297

EVERY Ruston-Hornsby car will give the maximum satisfaction to its owner. The petrol consumption is astonishingly low for a car of its power and size, whilst a speed of over 50 miles an hour can be secured without undue effort. These points, combined with the comfort and roominess of the body, explain the enviable position the Ruston-Hornsby holds as the ideal Owner-Driver's car.

Make a thorough examination of the following models on Stand No. 297 and convince yourself that the Ruston-Hornsby *is* "The Car of Quality and Value."

16-20 H.P.

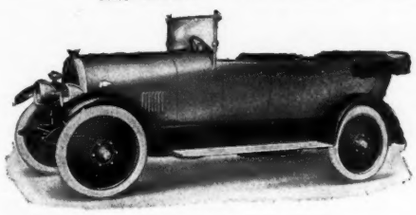
2-Seater with double dickey seat. Price **£585**

5-Seater Streamline Touring. Price **£585**

20-25 H.P.

5-Seater "Ruston Special" Touring . . . Price **£650**

7-Seater Landaulette. Price **£975**



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Name and address of nearest agent will be sent on application. *Entirely British and manufactured by Ruston & Hornsby, Ltd., of Lincoln.*

St. James's 66.

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St. James's 5

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LIMITED.

MOTOR BODY BUILDERS AND COACHBUILDERS TO HIS MAJESTY THE KING HER MAJESTY THE QUEEN H.M. QUEEN ALEXANDRA H.R.H. THE PRINCE OF WALES H.R.H. The DUKE of CONNAUGHT

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Tel. Add.: "SOCIABLE," London.

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OLYMPIA STAND 348

STANDARD, Coventry. Stand 288.

THE 11.6 Standard which, emanating from one of the oldest makers of light cars in England, has been one of the most popular models of the 1921 season, will be retained for next year, examples at the Show being fitted with two and four seater bodies as well as with the patent Standard all-weather hood and side curtains. Naturally, this particular patent of the Standard Company has done much to increase the popularity of their very robustly constructed cars. But for those who prefer a totally enclosed car on somewhat heavier lines a range of two and four seater coupés and saloon bodies are also exhibited. The engine dimensions are 68mm. by 110mm., the design of the engine being up-to-date with overhead valves. The gear-box gives three forward speeds and reverse, with right hand control. Final drive is by worm, and the detachable steel wheels are for 710mm. by 90mm. tyres. A new model is also exhibited on the stand, this being what is almost a revival of the earliest Standard light car. In general specification it is the same as the larger car, but its engine is rated at only 8 h.p. and the valves are placed side by side.

SUNBEAM, Wolverhampton. Stand 281.

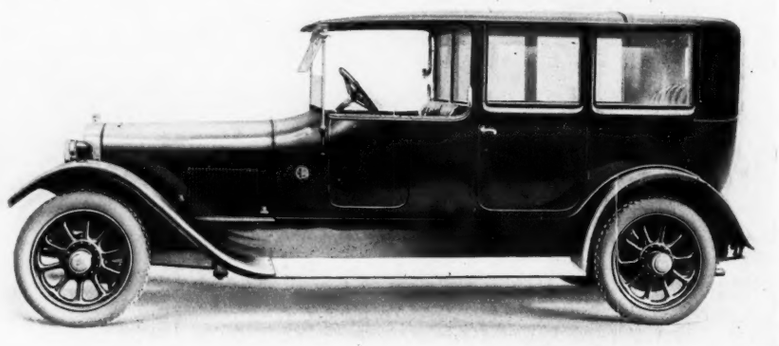
SUNBEAM cars for 1922 are new models in the fullest sense of the term, for in every case an overhead valve engine is to be incorporated. It will be remembered that the Sunbeam Company acquired much experience with aero engines during the war and that they have been very busy since in the racing world, and it is the benefit of the experience there gained that is now offered to the motoring public.

There are three models on the stand, one of which is entirely new, quite apart from engine considerations. This is the 14 h.p. model, of which the four cylinders are a monobloc aluminium casting, the cylinder barrels being fitted with steel liners and having a bore and stroke of 72mm. by 120mm. Operation of the overhead valves is by a cam-shaft embodied in the crank case and thence working the valves through totally enclosed push rods. A great departure for Sunbeam cars is evidenced in the fitting of battery and coil ignition, this tendency to discard the magneto having started very gradually, but it is now rapidly gaining strength. Induction and exhaust manifolds are cast integrally so that adequate pre-heating of the charge is assured. Three speeds and reverse are provided by the gear-box, which includes an innovation in the form of turbine gears preventing the escape of oil and ensuring efficient lubrication of the pinions. Final drive is by helical bevel. Suspension is by semi-elliptics in front and cantilevers at the rear, and the standard wheel equipment is detachable steel artillery wheels for 815mm. by 105mm. tyres.

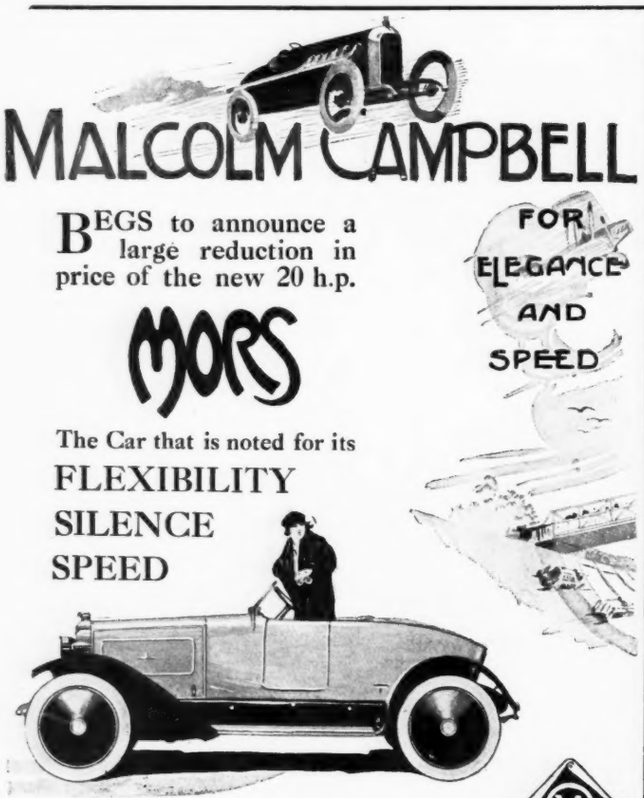
The 16 h.p. and 24 h.p. models, which have formed the mainstay of the Sunbeam programme since the war, are retained, with the vital engine modification already announced. Differing from the 14 h.p. model, the cylinders of these two engines form a monobloc iron casting, the bore and stroke being 80mm. by 150mm. in both cases, there being of course four cylinders to the 16 h.p. model and six to the 24 h.p.

A departure is made in combustion head design in that the valves are placed all in one line in the centre of the head, so that it would appear that these new Sunbeam engines have at last secured what has long been the ambition of all car designers—a practically perfect combustion space. Both models have a four-speed gear-box, and suspension is by semi-elliptics all round.

The exhibit comprises a complete range of 1922 models with all types of coachwork.



THE 24 H.P. SIX-CYLINDER SUNBEAM LANDAULET.





The Vauxhall range of cars

25 h.p.—The Weight-Carrying Chassis

The carefully-studied purpose of this type is to give the conditions of luxurious big-car motoring on the most economical basis. It is of the right size and power to ensure not only the highest degree of comfort, but also economy of running. For all-round merit, its road performance is unsurpassed. The 25 h.p. Vauxhall is the judicious choice of the man who seeks a car of distinction but not of fancy price. Chassis guaranteed for three years. Prices: Chassis £800, Vauxhall-Kington open car to seat 4 or 5 £1,100, landaulette or cabriolet £1,400.

30-98 h.p.—The Finest of Sporting Cars

A car of standard production that will do 85 m.p.h. carrying four in a touring body, and 100 m p.h. with a racing body. But the great merit of this remarkable production is its combination of delightful driving qualities and ease of control with exceptional power. Taken as a whole there is nothing to equal the '30-98' as a touring car, powerful, tractable and economical. Prices: Chassis £895, Vauxhall-Velox open car £1,195.

14 h. p. — The New Small Vauxhall

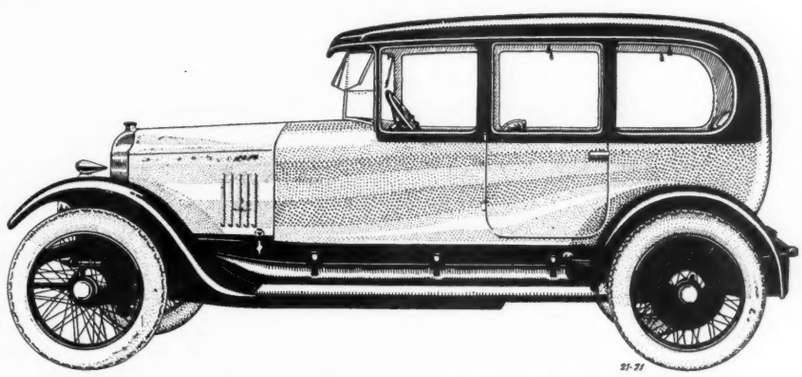
The essential point about this car is that it is of Vauxhall grade; no attempt has been made to cheapen it by sacrifice of quality. Extensive use having been made of high-grade steels and the new aluminium alloys, it is exceptionally light in weight. In speed, acceleration, top-gear performance and economy of running, the 14 h.p. Vauxhall will be found to bring advantages to the small car user beyond any which he has hitherto enjoyed. Price: Vauxhall-Princeton open car £750.

Stand 275
OLYMPIA MOTOR SHOW
November 4-12

25 h.p. Vauxhall-Kington open car with 4 doors
25 h.p. Vauxhall-Warwick landaulette
30-98 h.p. Vauxhall-Velox special 3-seater body
14 h.p. Vauxhall-Princeton open car
The new 14 h.p. Vauxhall chassis

Vauxhall
THE CAR SUPEREXCELLENT

VAUXHALL MOTORS LIMITED, LUTON, BEDFORDSHIRE
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THE 25 h.p. VAUXHALL-WINDSOR LIMOUSINE, WITH 'AEROPLANE VIEW' £1,600

The framework of the body curves inwards at the top, and the roof is unusually narrow. This style of construction gives the widest range of view from the inside of the carriage.

Engine Overhauling

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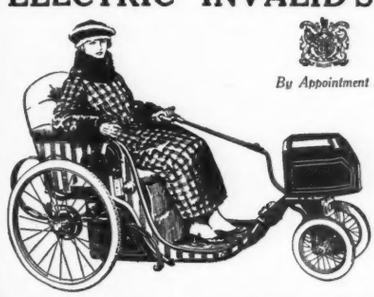
THE LAYSTALL MOTOR ENGINEERING WORKS, LTD.
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No lessons to learn—it "goes by itself." Suitable for invalids or disabled *of any age or condition.* Cost of maintenance practically *nil.* Speed up to 5 miles per hour. Perfect safety. Absolute comfort and simplicity.

WRITE FOR DESCRIPTIVE CATALOGUE AND FULL PARTICULARS.

2, 4 & 6, NEW CAVENDISH STREET, LONDON, W. 1.

STAR, Wolverhampton. Stand 294.

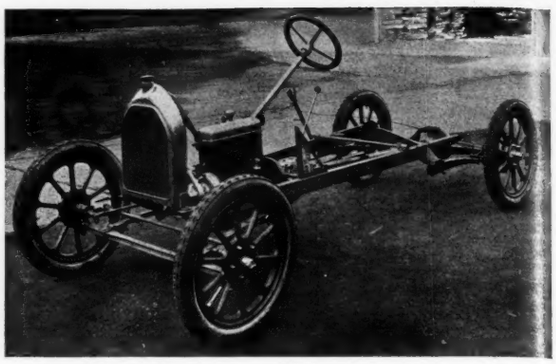
STAR cars are exhibited in three forms, one being an entirely new 11.9 h.p. model. The other two are the 15.9 h.p. and the 20.1 h.p., the specification of the two larger models being practically the same except as regards engine dimensions, which are, respectively, 80mm. by 150mm. and 90mm. by 150mm. The power units are on conventional lines with the valves arranged on the near side of the cylinder. Four speeds and reverse are provided by the gear-box. Suspension is by semi-elliptic springs in front and three-quarter elliptics in the rear, while the wheels in both cases are for 820mm. by 120mm. tyres. The 15.9 h.p. is not at the Show, the higher powered models being represented only by the 20.1 h.p. chassis fitted with an all-weather body. The other five exhibits are all connected with the 11.9 h.p. chassis, this being shown in stripped form. There is also an engine and gear-box unit, while of complete cars there are the two-seater and four-seater open cars and a four-seater all-weather body.

The 11.9 h.p. chassis has a four-cylinder engine measuring 69mm. by 120mm., the cylinders being cast *en bloc* with a detachable head, and the valves follow the usual side by side arrangement. Unit construction for engine and gear-box is employed, the latter giving three forward speeds and reverse, while final drive is through an enclosed propeller shaft to a spiral bevel rear axle. Suspension is by semi-elliptic springs both front and rear, the latter being underslung, and the detachable steel disc wheels are for 30in. by 3½in. tyres.

The new Star seems a very attractive member of the very popular and well fitted 11.9 h.p. class of car.



THE NEW MODEL 11.9 H.P. STAR.



THE NEW 8 H.P. TALBOT-DARRACQ.

TALBOT-DARRACQ. Stand 283.

A very wide range of models is afforded by the Talbot-Darracq Engineering Co., and all are cars that have secured a premier place in the public esteem during the past year. Whether a man wants a medium-powered touring car, an eight-cylinder *de luxe* vehicle, or a small car of high performance, he will find his requirements met on the Talbot-Darracq Stand, which will be assured a continuous crowd of spectators of sporting tastes by virtue of the wonderful racing successes of cars by this Anglo-French maker during the past season.

Although the selling prices are quite moderate, each engine is individually designed and has its own dimensions. These are 57 by 95 in the case of the 8 h.p. car which sells at £325; 65 by 110 for the 12 h.p., priced at £595; 85 by 130 for the 16 h.p., priced at £695; and 75 by 130 in the case of the eight cylinder 28 h.p. model priced at £1,250. The two small models have three speed gear boxes, the two larger ones have four speeds. Except on the 16 h.p. ignition is by battery in every case.

Albert

DESIGNED FOR ALL WEATHER CONDITIONS

STAND 240 OLYMPIA

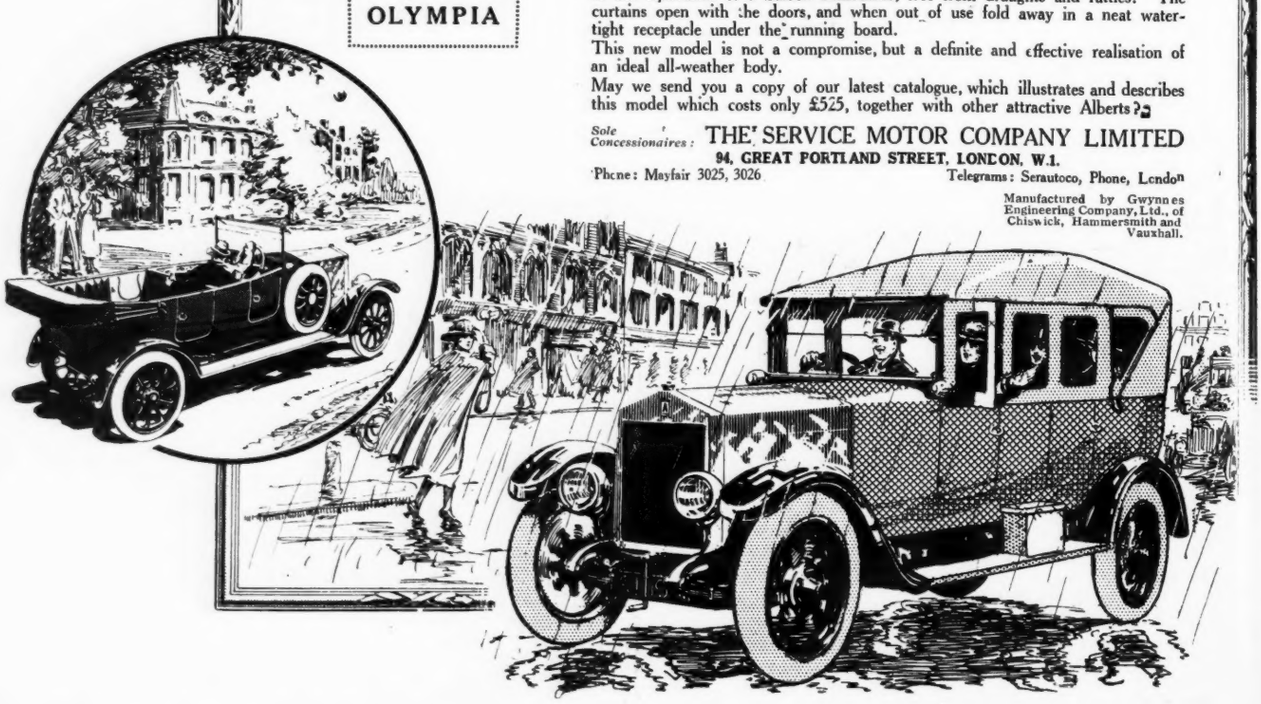
IN addition to the many mechanical improvements incorporated in the new model (G. 3), a strikingly effective body has been designed for changing conditions, and The Service All-Weather Model of the NEW ALBERT is in fine weather a handsome Touring Car, which can be converted in only *three minutes* to the equivalent of a Saloon Limousine, free from draughts and rattles. The curtains open with the doors, and when out of use fold away in a neat water-tight receptacle under the running board.

This new model is not a compromise, but a definite and effective realisation of an ideal all-weather body.

May we send you a copy of our latest catalogue, which illustrates and describes this model which costs only £525, together with other attractive Alberts?

Sole Concessionaires: THE SERVICE MOTOR COMPANY LIMITED
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Manufactured by Gwynnes Engineering Company, Ltd., of Chiswick, Hammersmith and Vauxhall.



DELAGE

The SIX - CYLINDER
World-renowned Car-de-Luxe

The 15 h.p. 4-CYLINDER
Perfect Car of Medium Power

The "GRAND SPORT"
The Right Car for High-Speed Touring.

The 11 h.p.
Ideal Light Car

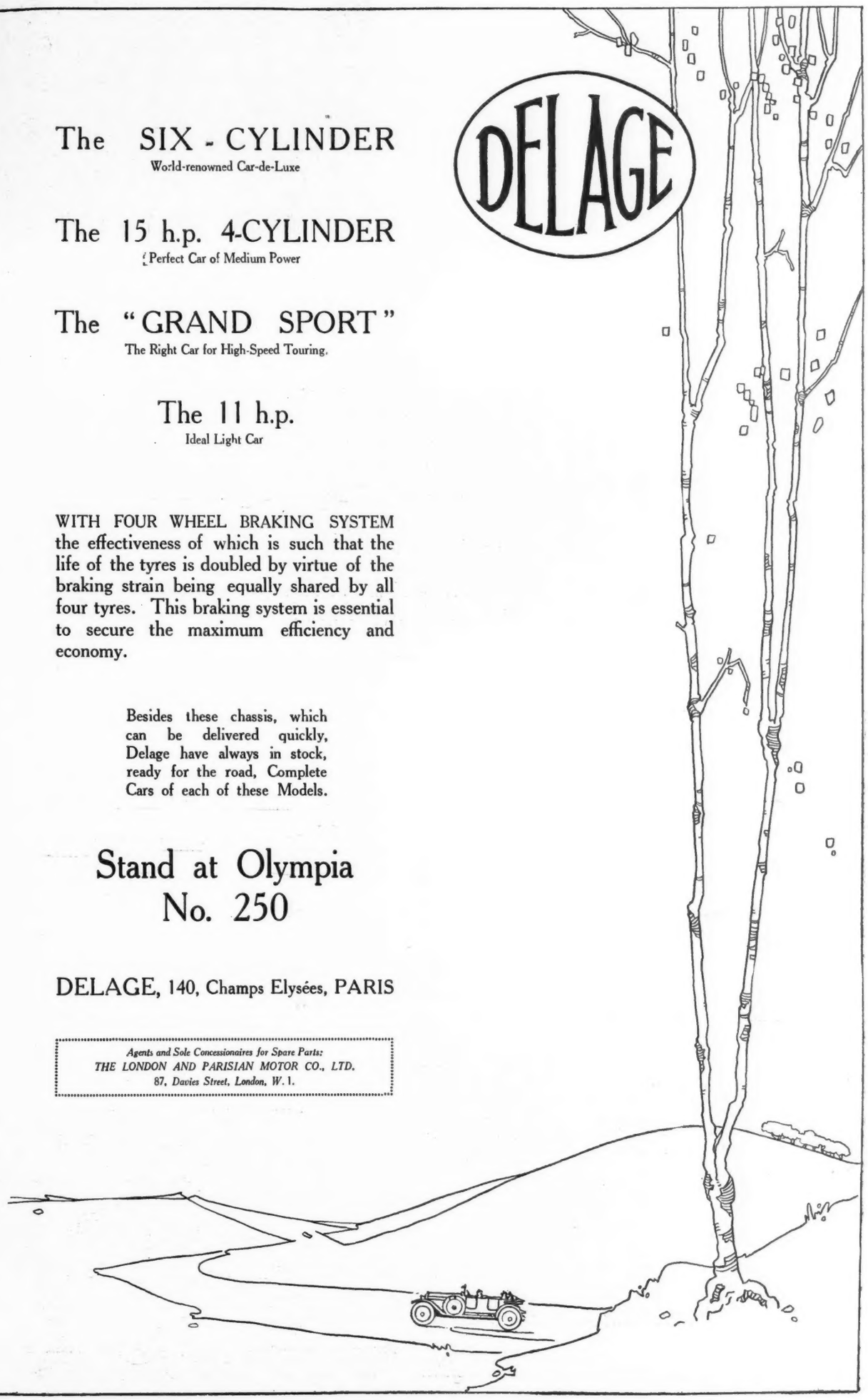
WITH FOUR WHEEL BRAKING SYSTEM the effectiveness of which is such that the life of the tyres is doubled by virtue of the braking strain being equally shared by all four tyres. This braking system is essential to secure the maximum efficiency and economy.

Besides these chassis, which can be delivered quickly, Delage have always in stock, ready for the road, Complete Cars of each of these Models.

Stand at Olympia
No. 250

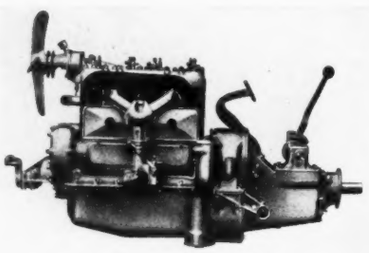
DELAGE, 140, Champs Elysées, PARIS

Agents and Sole Concessionaires for Spare Parts:
THE LONDON AND PARISIAN MOTOR CO., LTD.
87, Davies Street, London, W. 1.

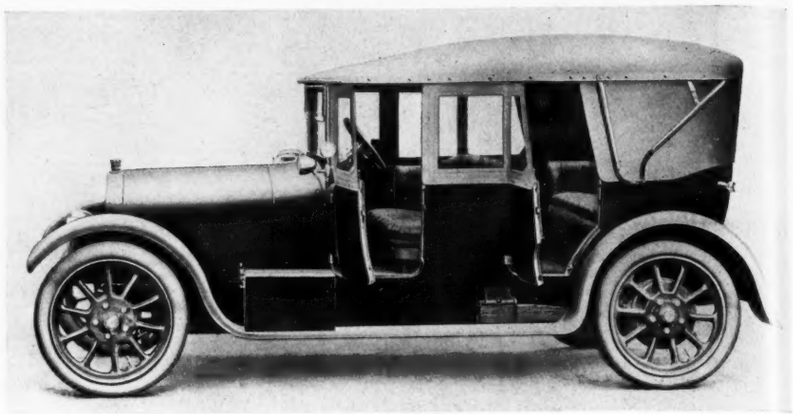


VAUXHALL, Luton. Stand 275.

THE Vauxhall Stand is always one of the lodestones of the Show, and this year the usual conditions will certainly apply and will, indeed, be strengthened by the display of the entirely new 14 h.p. model. This new car has a four-cylinder monobloc engine with a bore and stroke of 75mm. by 130mm., giving an R.A.C. rating of 13.9 h.p. It is throughout a high efficiency engine, as may be judged by such details of its specification as the possession of aluminium detachable cylinder heads, a carefully shaped combustion chamber, aluminium pistons and an exhaust heated induction pipe. Engine, clutch and gear-box form a single unit which is three point suspended in the chassis frame, and the gear-box gives three forward speeds and reverse and incorporates the speedometer driving pinion; final transmission is by a hollow, tubular propeller shaft enclosed in a torque tube to a spiral bevel rear axle. Both hand and foot brakes operate on the rear wheels. Suspension is by semi-elliptics in the front and cantilevers in the rear, and the Michelin steel disc detachable wheels are for 815mm. by 105mm. tyres. Selling complete for £750 for the four-seater, this new Vauxhall car is certainly a notable exhibit.



THE NEW 14 H.P. VAUXHALL POWER UNIT.



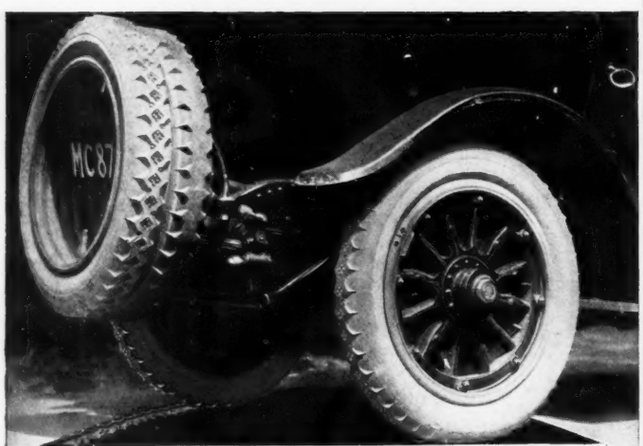
A WOLSELEY 15 H.P. TOURING CAR EQUIPPED WITH HOOD AND SIDE CURTAINS.

The two Vauxhall models that have constituted the firm's programme since the war are, of course, retained. The 25 h.p. car is shown in open touring form and with a landaulet body to seat six or seven persons; while the 30–98 h.p., a car that always fascinates the sporting visitor to the Show, is shown with a standard three-seater open body. The actual car exhibited is priced at £1,345, but the Vauxhall Velox four-seater car, *i.e.*, the 30–98 h.p. chassis with a light sporting body, is priced at £1,195.

WOLSELEY, Birmingham. Stand 303.

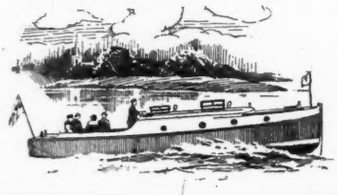
ALTHOUGH generally regarded as primarily manufacturers of high-powered cars, Messrs. Wolseley Motors have always been sufficiently alive to the importance of the economical market to incorporate a small car in their programme. The performance of the Wolseley Ten we reviewed during the early summer of this year, giving also a description of the four-cylinder 15 h.p. chassis and the six-cylinder 20 h.p. chassis about the same time. But while all the Wolseley models that we reviewed are still retained for 1922, there is also an entirely new model, a 7 h.p. light car, and with cars ranging from a 7 h.p. two-cylinder to a six-cylinder 20 h.p., most purchasers will find their every need fully catered for on the Wolseley stand. With the exception of the 7 h.p. model, all Wolseley cars for 1922 have been before the public for two years.

Although the specification of this newest and smallest model suggests a cycle-car, there is actually nothing of the cycle-car about it, for it is designed and constructed on big car lines in so far as these are applicable to small car practice. The engine is a flat twin water cooled, the dimensions of which are mysteriously given as 3¼ins. by 3⅜ins. Unit construction with the engine is employed for the gear-box, which provides three forward speeds and reverse, and from it final drive is



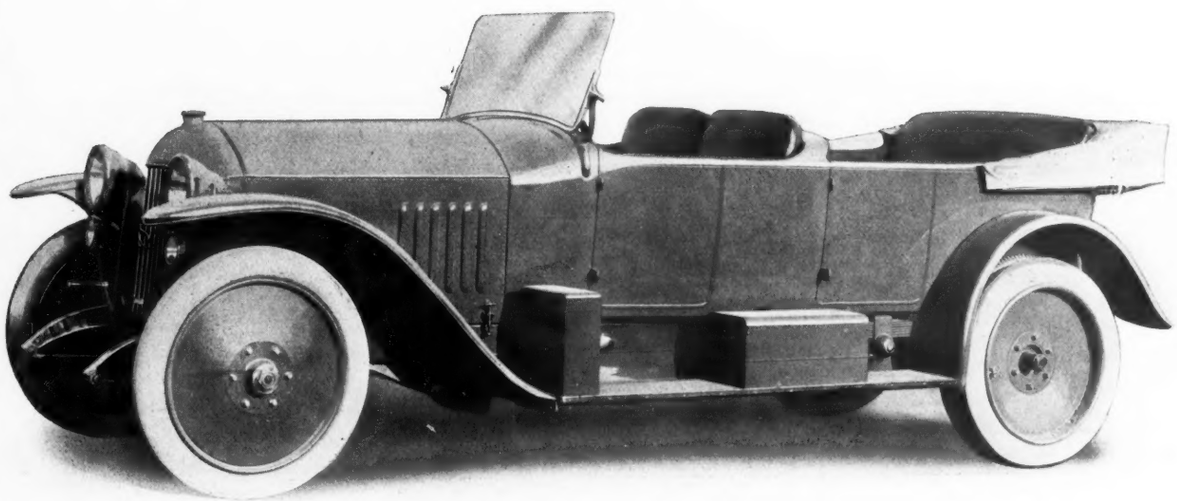
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through a propeller shaft to a spiral bevel rear axle. As is the case with the 10 h.p. model, quarter elliptic suspension is used all round, and the knowledge gained from the 10 h.p. car may have quite well convinced these very experienced manufacturers that no better suspension for a small car can be found.

The other light Wolseley model, the 10 h.p., is exhibited with a torpedo body, although there are, of course, other bodies available. As a two-seater this car costs £475, a recent reduction of £70 in price, while it is also available at £440 without a self-starter and with combined head and side lamps.

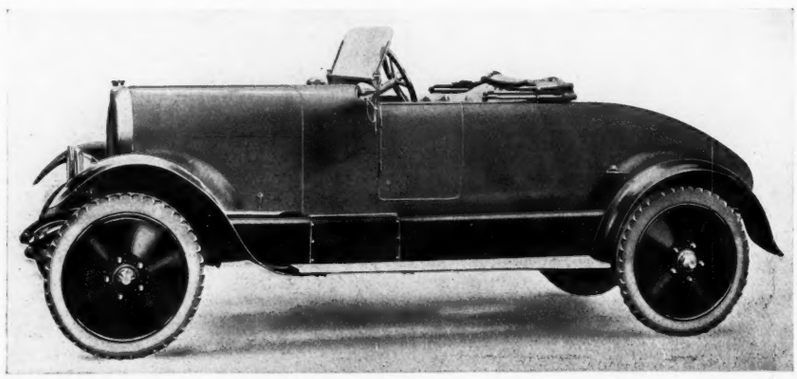
The 15 h.p. car is exhibited both as a touring car and as a single landaulet, but some of the greatest of Wolseley innovations for 1922 are to be found in new types of body-work available for the 15 h.p. chassis. These comprise a two-seater, a new six-seater town carriage and a sports model, the prices of all of which are strikingly moderate, when judged in conjunction with the high standard of Wolseley workmanship.

The six-cylinder car also shows a downward revision in prices, and a new type of body is forming an item of standard production for next year in the form of a sporting model.

EXHIBITS AT THE WHITE CITY

CUBITT, Aylesbury. Stand 313. THE Cubitt car occupies a position entirely alone, and is an exhibit that no visitor to the Show ought to miss. Its great claim to attention is, of course, the remarkable value it offers, for selling at only £442 it is an all-British production with a four-cylinder engine rated at 15.9 h.p. (80mm. by 140mm. bore and stroke), a four-speed gear-box and a general chassis design embodying all that is best and most modern in automobile practice. In spite of the low price of the car the specification is anything but cheap, as may be judged from mention of such features as a worm-driven rear axle, the ball bearing four-speed gear-box and a body that is well upholstered as well as elegant in line. Springing is by semi-elliptics all round and the wheels are steel discs for 815mm. by 105mm. tyres.

The exhibit comprises a two-seater model, a four-seater which may be regarded as the standard product, and an entirely new car with an all-weather body. This, like all other Cubitt models, stands out prominently on the score of value. The performance of the Cubitt has recently been reviewed by us, and it may be remembered that we characterised the car as one capable of doing everything the average motorist could require and as being both economical as well as comfortable for all varieties of work. The petrol consumption is claimed to average 27 m.p.g., which is really a very good performance for a 15.9 h.p. car fitted with a full-sized touring body.



THE CUBITT TWO-SEATER—THE LOWEST PRICED BRITISH CAR OF ITS TYPE ON THE MARKET.

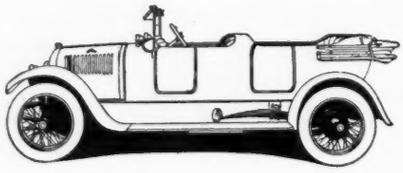
HORSTMAN, Bath. Stand 176. CLAIMING to be "The Light Car with the Ideal Specification," the Horstman has several good grounds for this somewhat sweeping assertion. Its specification embraces a suspension system that gives quite remarkable comfort and road-holding properties for a light car, and these, of course, are features that are so rare that every user of a light car can appreciate them keenly when he does have the good fortune to find them. Horstman springs are full cantilevers all round. Another characteristic feature of this chassis is the mechanical starter which, operated by foot, seems to give much more satisfactory

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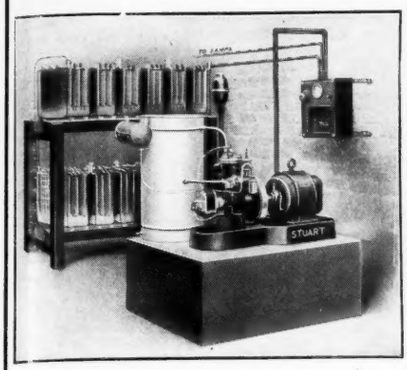


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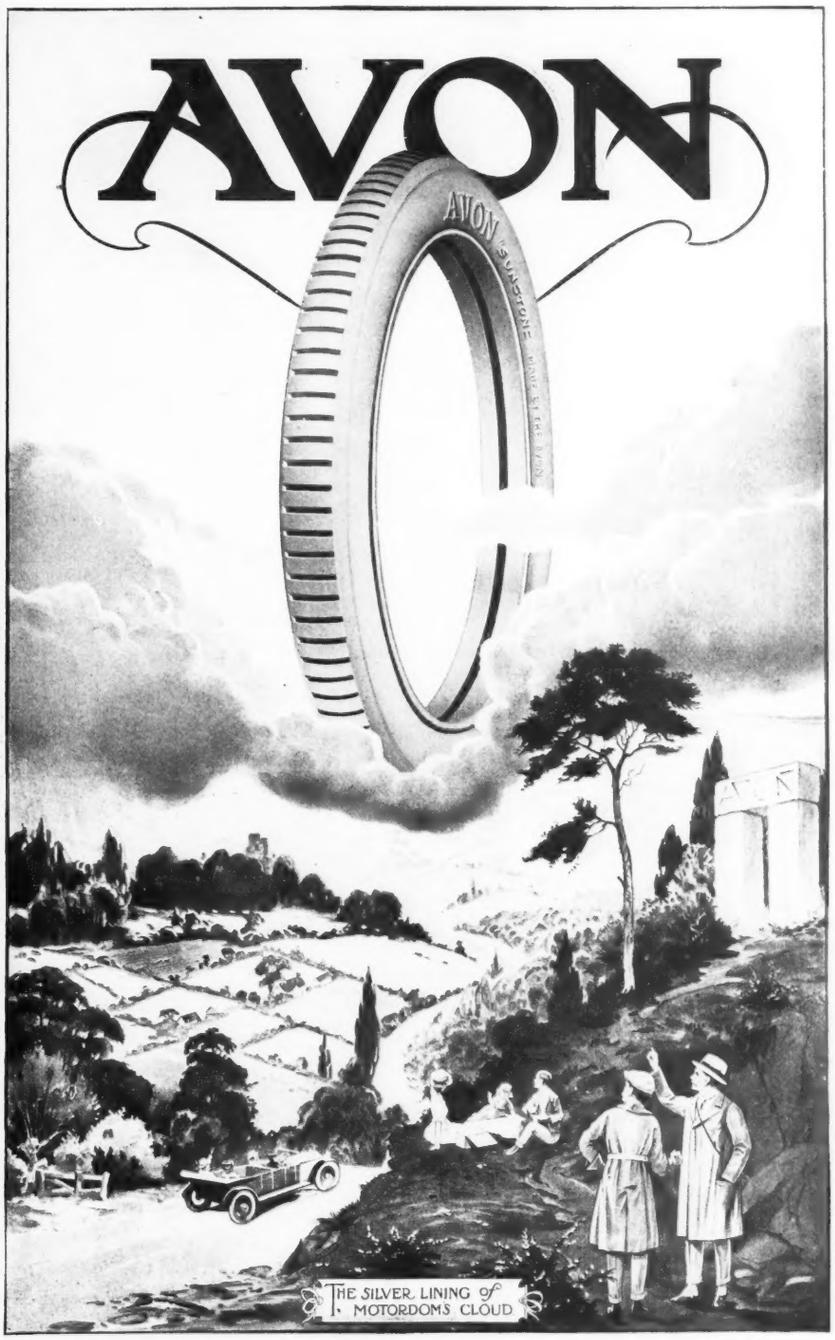
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service than the electric starter on a light car chassis.

As a matter of fact, the Horstman is full of special features of design, another being the construction of the clutch, which is made of the seemingly impossible material of wood, or, at least, the actual friction material is of wood. The clutch itself consists of a single steel plate in which are inset half a dozen pieces of ash, each about the size of the palm of one's hand. Finally, it would be an entirely unjustifiable omission not to state that the Horstman has not a single grease cup anywhere in the chassis, thus it is further a car of which the maintenance is attractively easy for the busy owner-driver.

The specification consists of a four-cylinder engine with a bore and stroke of 66mm. by 109.5mm., a three-speed and reverse gear-box mounted on the rear axle and forming a single unit with the torque tube. The steel disc detachable wheels are for 710mm. by 85mm. tyres.

The models exhibited comprise a two-seater at £405, a four-seater at £440, a coupé at £450, an entirely new model that seems very good value for money, and a sports at £500. In view of the fact that this sports model is practically identical with the car that finished fifth in the 200-mile race on October 22nd, thus being not only the first all-British car to finish, but the first car that has been before the public for some time as a standard commercial proposition, the Horstman Stand should be assured of ample patronage at the Show.

MORS, Paris. Stand 173. IN common with all others who know, or think they know, anything about motor cars, we must confess to a special weakness for the Mors car. A French production, for which the sole concession is held in this country by Captain Malcolm Campbell, of Albemarle Street, Piccadilly, the Mors chassis was described in these pages just before the last Show, since when it has undergone no drastic modification, and the behaviour of the car on the road was described in August last, the testing of this car having proved one of the most enjoyable road experiences that we have had this year.

The bore and stroke of the 1922 car are 90mm. by 140mm., instead of 90mm. by 130mm. which were the figures for the standard 1921 model. The R.A.C. rating is 20.1 h.p. with a tax of £20, and in view of the fact that when fitted with a light two-seater or four-seater body the car is capable of a speed of over 70 m.p.h. and a fuel consumption of between 19 and 21 m.p.g., it will be seen that the Mors is no ordinary 20 h.p. car.

STANLEY, London. Stand 63. THE most individual car in the Show is undoubtedly the Stanley Steamer. It is a car that every visitor ought to see, and as many as possible ought to try because only actual experience will convince the man who has been accustomed to petrol cars of the real indescribable charm of the steamer. It will be remembered that the performance of the Stanley on the road has been described in these pages, and that it was our impression that the Stanley is as much above the ordinary petrol car as the highest class petrol car is above the steam wagon. As regards the specification, there is little to be said about the Stanley, and at the same time, there is far more than we can attempt with our present available space, for, everything being different from a petrol car lay-out, an inadequate description would give an entirely false impression. Suffice it to say, that the two-cylinder double-acting engine is rated at 16.5 h.p. with a fuel tank that carries enough for 200 miles, and a water supply for 300 miles' running. The price of the chassis is £1,100.

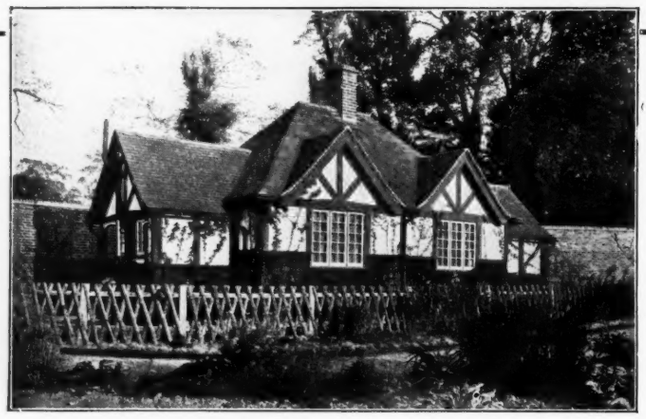
The Invention of the Pneumatic Tyre.

THE inventor of the pneumatic tyre, Mr. J. B. Dunlop, we very much regret to announce, died early last week, just before the opening of one of the motor shows that were made possible by his wonderful invention. There is no need to re-tell the story of how Mr. Dunlop, a veterinary surgeon of Belfast, invented the pneumatic tyre out of consideration for his son's comfort, for it is perfectly well known. What, however, is not quite so well known is the story of how the pneumatic tyre was given to the world.

Mr. Harvey du Cros with his three sons was a pioneer of the racing cycling movement, and he was introduced to the possibilities of the pneumatic tyre by Mr. William Bowden, who at present resides at Staines. It was after seeing the way the pneumatic tyred cyclists carried all before them at Queen's College Sports, Belfast, on May 18th, 1889, that Mr. Harvey du Cros withdrew his sons from the meeting.

Mr. Bowden, who envisioned some of the possibilities before the tyre, then secured Mr. Dunlop's permission for the formation of a company and secured Mr. Harvey du Cros as chairman of the board. With great difficulty a prospectus was issued and the company floated. The original capital of the company was £25,000; it is now nearly £20,000,000.

Mr. Bowden is naturally proud of his share in the work, but it is only after the death of Mr. Dunlop that he has felt inclined to allow it to be published, although, as a result of a controversy that arose in 1910, a document was prepared and signed by Mr. Harvey du Cros and Mr. Bowden giving the authentic story of the floatation of the company, and it is from this document that the foregoing details are taken.



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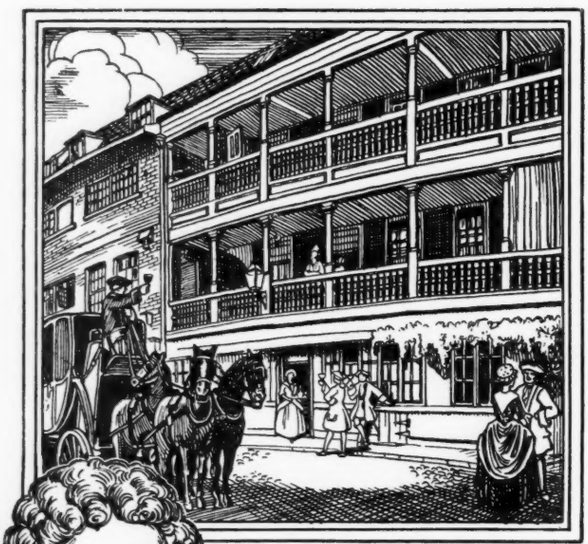
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A BLACK TEN DAYS.

Effective organisation against fire is of very modern date. The London Fire Brigade is only fifty-five years old. Before then the leading Fire Insurance Companies worked a joint fire-engine establishment of their own, after bitter experience of the complete ineffectiveness of the parish system, where the responsibility to provide an engine rested with the churchwardens and overseers of every parish. Now we flatter ourselves—not without reason—that the municipal fire brigades of this country are wonders of efficiency and, given a fair chance, will smother any fire to which they are called. Yet not a year passes even in London without some big fire which, for a time, reduces the firemen to impotence and mocks the massed efforts of the motor-engines which are rushed up from every quarter. There was a black ten days last October in the City—three firemen killed at a wharf in Wapping, the destruction of the Hop Exchange, and the burning of a big warehouse in Upper Thames Street! In 1918 there were 3,356 "calls" on the London Fire Brigade, and of the fires 107 were officially classed as "serious."

TOWN AND COUNTRY.

Naturally, there is greater safety in the town than in the country, though in the towns there are larger stores of combustibles. But that in turn means that a closer watch is kept and a greater use made of patent devices, such as automatic fire alarms and sprinklers. In the country the fire engine lives at a greater distance, and there may be no telephone to give warning; and even when the engine bustles up the hose may not be long enough to reach the nearest brook, or the brook itself may be dry. A country fire often gets firm hold before it is discovered; and in such case the unfortunate victim rescues what valuables he can and, like Sheridan outside his blazing theatre, warms his hands with what philosophy he can command at his own fireside. But if you are not fully insured, no philosophy will be of much avail.

There is nothing heroic in running ruinous risks. If Ajax had insured against lightning instead of defying it, he might not have come to so miserable an end. The length of the odds against being the victim of a serious fire reduces the cost of the insurance to a trifling amount and merely aggravates the folly of omission. Moreover, no matter how small the outbreak, the damage done by fire or water is pretty sure to mount up to a figure which would have paid the fire insurance premiums for a considerable period. It does not take long for a live coal, falling from the grate and scattering sparks over a valuable carpet, to do several pounds' worth of damage, which would have paid the insurance premium over and over again.

A LIST OF MINOR BURNINGS.

Many people in thinking or speaking of the risk of fire only seem to visualise serious fires, where nothing is left of house and home but blackened walls and gaping windows. They leave out of sight the petty accidents by fire which are perpetually occurring. Very few householders escape altogether these minor burnings. The ruined hearthrug or singed carpet is, perhaps, the commonest. Or the wind from an open bedroom window blows a flimsy curtain into contact with the lighted gas-jet. Burning candle-shades usually fall on to dining-room tables when no one is in the room. Some readers-in-bed are incredibly careless with naked candles. Methylated spirits are never more inflammable than on ladies' toilet tables. Electricity plays queer, unaccountable pranks of its own at times behind the wainscot after careless or amateur electricians have been "executing repairs," and many kitchenmaids with matches and young men with burning cigarette ends are, like Habakkuk in the story, *capables de tout*. The chance of serious fire in these days is probably diminishing; the chance of minor fire is, perhaps, increasing. Moreover, the householder is at the mercy of others all the time. Risks which would horrify him—were he but aware of what goes on daily and nightly under his roof—are cheerfully taken by his dependents. Petrol, for example, is commonly put to many domestic uses, of which he has no conception, and ignorance for him is bliss.

But it is certainly not folly to be wise, and the highest form of wisdom is to make sure that you are adequately insured. The cost is trifling. Eighteenpence per cent. on the fabric of your house and 2s. per cent. on the furniture and personal effects! This is a bagatelle in your yearly expenditure! Surely it is the last word in folly, if your house is worth £2,500 and your furniture and belongings a like amount, to hesitate about making sure of the full protection of both at a cost of less than a five-pound note.

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WINTER MOTORING MODES

ELONGATED WAISTS AND POUCHING BODICES. THE IMPORTANCE OF SLEEVES.

THE great event of this week, one that promises to fill town with folk from all parts, is the great Motor Show at Olympia. We shall all go, whether we know anything of the technicalities or are wholly ignorant; though, as a matter of fact, the majority of us, women alike with men, are pretty knowledgeable. At the worst we can talk about the good and bad lines of a car, or, perhaps, better still, listen to dissertations from experts who will gladly talk themselves hoarse in their enthusiasm.

The Olympia event never fails, also, to give an impetus to those establishments specialising in wrap-coats, especially at this time of the year, with the long cold months before us; though, outside cosy wraps, practical pull-on hats and fur-lined gloves, there is very little special garbing required in these days of beautifully built cars, with their wind-screens and every conceivable device for comfort and warmth.

But a warm, practical coat is a real necessity, and one preferably not of fur. Or, if peltry is used at all, it should be worn inside rather than out, since few things are more uncomfortable to the touch or more bedraggled in appearance, than soaked furs. Even natural musquash, the best of the lot, gives out under the stress of bad weather, although that eventually revives if properly shaken out and duly cared for.

So, taking one consideration with another, the best choice lies between leather and some good weather-resisting cloth, such as the Aquascutum people are famed for producing. They are showing many admirable models just now at 100, Regent Street, W., an example being here illustrated. This model is in a particularly pleasing dust-resisting oatmeal colouring, a mixture of fawn and brown. With its Raglan sleeves, it is the most delightful slip-on affair imaginable, and, as every motoring woman knows, a belt makes all the difference in the world to such a possession, together with that strap on the sleeves, which is an infinitely better contraption than and quite as efficacious as the erstwhile wind-cuff. You see, too, from the picture, how cosily the fronts close right up to the throat, there to meet an adjustable collar.; while beneath, if you wish it, there is ample room for a separate leather, fleece or fur lining. These latter, by the way, are a further feature with the Aquascutum firm, who have brought them out to provide the maximum of warmth with the minimum of bulk.

Stout leather coats, suitable for either flying or motoring, are likewise to be found in these *salons*, the more attractive of such models being cleverly shaped to slightly define the figure, a procedure that dispenses with a belt. Another leather that is finding favour is a soft suède-finished quality that is unquestionably pleasing in appearance, though it is open to question whether it is as really practical and serviceable as the firmer, smooth-finished variety.

In the millinery *galère* there is the customary choice in little leather, suède and stitched cloth hats, together with the always comfortable "Tammy," fashioned of rainproof velvet. "Tammies" appear to have taken on a fresh lease of life lately in the world where they dress, but there is probably no piece of headgear that requires more careful modelling and wearing. While some girls can wear a "Tammy" with impunity and look the epitome of *chic*, others merely look commonplace and ordinary. But when all is said and done, especially for those who drive their own cars, there is nothing to surpass for comfort and utility the leather flying helmet lined with fleece.

Now to more general dress matters. Several dress displays visited during the week have provided me with a budget of interesting modistic news, notably of the exhaustive service that is being made of crêpe Marocain and heavy crêpe Indienne. The latter is really no other than an extra heavy weight crêpe de Chine, but for distinction's sake it has been accorded the further title of "Indienne." Quite one of the very smartest long coats to cross my path of vision this season was built of black crêpe Indienne, a model arranged with fine knife-kilted side panels, and a huge adjustable collar of the same pleating. It was lined throughout with white fur, and belted at a very low line by a girdle of cut jet plaques.

In these same *salons*—the whole display, it may be mentioned, coming direct from Paris—there was to be remarked the great emphasis laid on the long waist, the girdles, when worn, actually resting on the hips, much play likewise being made with wide and fanciful sleeves.

The one and only style of wide *manche*, however, that seems generally wearable is attached to the edge of a short magyar, which is a valuable hint for those who have a renovation in view. Many, perchance, are left high and dry with chemise sleeves, as unseasonable as they are *démodé*, that they would gladly metamorphose into something more in harmony with present decrees. Odd sleeves are quite *de rigueur*—odd, that is to say, in either colour or material. Long wrinkled sleeves, commencing wide at the top, of black charmeuse, go very well with a navy "little" frock; or equally wide hanging ones of fuchsia red Georgette, the cuff stitched with close lines of blue soutache, the fuchsia note being repeated about the round *décolletage* by a silk or sampler bead embroidery. But of a fact the story of sleeves is endless.

L. M. M.



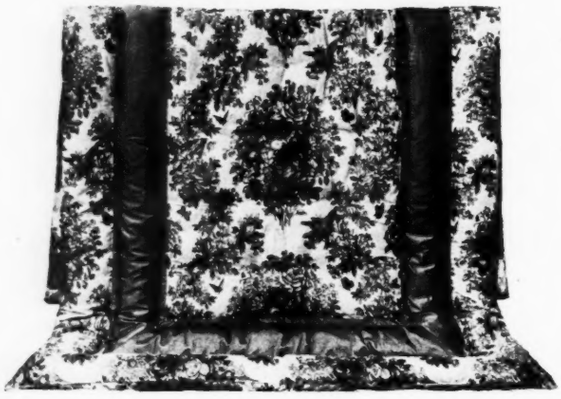
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MESSRS. DRAKE AND GORHAM, LIMITED.

THE shareholders of Messrs. Drake and Gorham, Limited, Electrical, Mechanical and Hydraulic Engineers, heard with satisfaction the announcement made in their Chairman's speech at the annual general meeting, that in spite of the coal stoppage and the electricians' strike they were still able to declare a 6 per cent. dividend. During the twenty years of the Company's existence the total profit has exceeded £200,000; £134,460 has been distributed among shareholders, this actually being £9,460 more than the amount subscribed. Mr. B. M. Drake, M.I.E.E., went on to say that in view of the report that some workers in Germany are now putting in full work for the equivalent of 15s. per week he did not see how we could compete while paying anything like the full rate of present wages. Many people who desire to install electrical conveniences are holding back their orders in expectation of a fall in prices, the effect of this being to intensify the troubles caused by lack of export trade. Anyone who at this time puts in hand such work will be doing a national service, and even if they pay more for the work they will not only be getting something they want but helping to reduce what they will have to pay in taxation to meet unemployment grants.

"THE AUTUMN BOOK."

A catalogue which no one interested in house furnishing should fail to obtain is the "Autumn Book, 1921," which will be sent on request an exclusive and interesting display of goods by Messrs. Hampton's, Limited, Pall Mall East, S.W.1. Some extraordinarily cheap and delightful lines in eiderdowns, reproduced in colour so that the customer who must shop by post is almost as well off as anyone else, will attract immediate attention, and the variety and excellence of the various electric illuminating and heating devices are another strong point. Coloured illustrations of china tapestries, cretonnes, carpets and patterns of Hamptons' "Sunland" unfadable fabrics, also some delightful autumn curtain fabrics, make this book an infallible guide.

A WAR MEMORIAL TO ANIMALS.

Among the many war memorials which are now being erected all over the country attention should be called to that at Lake, near Sandown, Isle of Wight. It consists of a Celtic cross, at the base of which the names of the fallen are engraved, while a Crusader's sword is boldly sculptured in relief on the cross. The total height of the cross is 12ft., and it is erected in light grey Cornish granite. It stands at the cross-roads, and an addition which might well be considered by other committees erecting war memorials is a horse-trough, which bears the inscription: "To the Horses and Dogs who also bore the Burden and Heat of the Day. 1914–1920." The design and execution of the memorial were entrusted to Messrs. Geo. Maile and Sons, 365–367, Euston Road, N.W.1.

HOW TO RONUK.

It is interesting to notice how often the name of some proprietary article of daily use which has proved its worth becomes a household word. A case in point is the word "Ronuk." Everybody knows what Ronuk is and what it does, and most of our housewives have coined a verb from it, the verb "to ronuk," and talk of "ronukking" the floor or having the hall table "ronukked." It should be remembered that to merely put polish on a dirty surface is not the way to get the best effect. The dirt should be rubbed off with something bristly, the polish spread on the surface and rubbed in, and a shine and gloss produced with a clean cloth or duster. The Ronuk Home Polisher is ideal for all these purposes. All particulars of its use are given in the neat booklet now issued by Ronuk, Limited, Portslade, Brighton. The price is only 7s. 6d., complete with handle.

A FOE TO RATS.

In the last year or two the public conscience has been very much aroused to the necessity of getting rid of rats, whether in the farm, outbuilding or house. The "Monarch" rat-catcher has been used with good effect by a great many people, and the makers, Messrs. Stone Bros., Bohemia Road, Hastings, are now putting a cheaper trap on the market to meet the requirements of many enquirers. It is slightly smaller than the "Monarch," which costs 35s., and costs 25s., carriage paid, with three days' free trial guarantee.

"PYGVIM" PRIZES.

Smithfield Show is to a great many people interested in livestock the event of the year. An additional interest has been added to it this year by the fact that the proprietors of "Pygvim" are offering £55 in prizes for animals who have had their tonic to the owner, to the herdsman or pig-feeder and the retailer who supplied the "Pygvim" in each case. Full particulars can be obtained from U & I, Limited, 22, George Street, Hanover Square, W.1.

A BOOK OF THE DOG.

Messrs. Spratt's of 24 and 25, Fenchurch Street, E.C.3, who are known throughout the world as makers of ideal dog foods and naturally know as much or more canine lore than anyone else, have issued a most useful booklet, "The Friend o' Man," which they will send to anyone interested in the subject. It gives practical advice on the choosing of a dog and the points of most of the best known breeds, together with hints on their feeding, care and management, and is excellently illustrated with reproductions of photographs.

NEW SHOES FOR OLD.

Nowadays when the well dressed woman insists that her footwear must tone exactly with the colour scheme which embraces everything from hat to stockings, from purse to umbrella, this new suggestion will have a special value. "Nugget" Boot Polish, which everyone knows of as good for all sorts of leathers, has often been made to answer other and rather surprising purposes. The latest and probably the most practical suggestion is that it should be applied to suède shoes which are no longer in their first beauty or of which one has become tired or which are not of the desired colour. A few applications of either "Nugget" black, dark brown or toney red polish will suffice completely to renovate soiled or faded shoes, and after the "Nugget" treatment they will appear to be equal to a new pair of either black or coloured leather shoes, according to the particular shade of "Nugget" Boot Polish which has been used.

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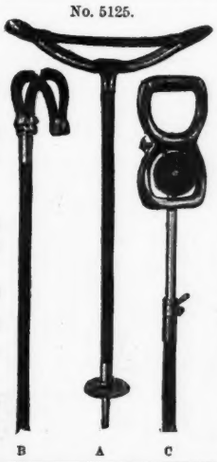
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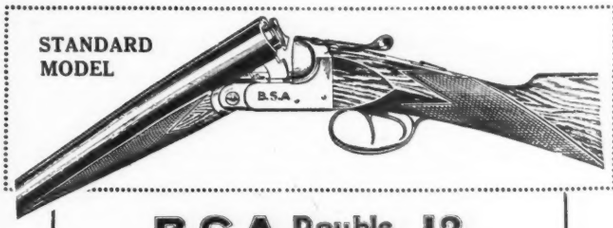
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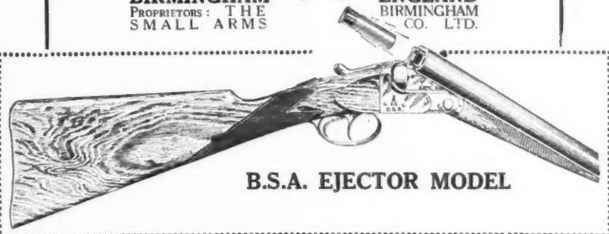
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THE NEW SEASON'S SALES—PICTURES, FURNITURE AND BOOKS.

WITH the advent of November the art sale season begins in earnest. After a few months' lull the auction rooms once more put up their treasures for disposal to the strongest claimant. In these times, death, orders of court, general financial stringency, a desire to realise investments while high prices last and occasionally caprice of owners throw works of art into the sale room. Some of these find permanent homes in museums. Others fulfil their original purpose in the houses of rich men, many join the accumulations of collectors or are again offered to the world in dealers' galleries—in due time most of those find their way to the auction room again.

Messrs. Christie, Manson and Woods began the season with a sale of ancient and modern pictures and drawings of the British and Continental schools, being a portion of the stock of Messrs. W. Lawson Peacock and Co., on November 11th and 14th. The modern section ranges in date from the works of R. Ansdell, R.A. (1846) and "Philip of Spain," to last year pictures by B. Brouwer and C. Vreedenburgh. Among the famous pictures are Millais' "Grace" (Royal Academy, 1891), "The Lady of the Snows," by G. H. Boughton, R.A.; and Frank Holl's "Convalescent" (1867). "The Old Harbour, Genoa," by MacWhirter; and "The Harem," by Benjamin Constant. There are good examples of the art of E. Duncan (1850), J. F. Faed and the Farquharsons, Sir J. D. Linton, Henry Moore, J. Pettie, Mrs. E. M. Ward and others. On the 14th the pictures include "Venus held by two Tritons," by Correggio; "The Madonna and Child with Angels," by Ghirlandajo; Bronzino's "Portrait of a Lady in a black dress"; and two portraits by Mytens, "The third Marquis of Hamilton" and Sir Thomas Berrington, the latter with inscription and the date 1628. Here are Van Somer's "Earl of Pembroke" in Garter robes, several portraits by Lely inclusive of "Thomas Betterton, the actor" in classical dress, while "Mary of Modena" is one of five portraits by Kneller. There are also characteristic specimens of the art of Teniers and the Early English school of portraiture. The only example of Zurbaran, "Christ Blessing Little Children," formerly the property of Marshal Soult, was in the collection of the Duke of Sutherland until 1913.

Decorative furniture and porcelain from various sources come under their hammer on November 17th. The first includes some fine English examples — an oak cabinet, dated 1652, inlaid with formal flowers and mother-o'-pearl on an ebony ground provides a fixed point in an overlapping style. Of great interest is a Queen Anne marquetry cabinet with seaweed inlay and panels set with plaques of various stones with a mosaic Italian landscape in the centre.



SOME OF THE CARVED AND GILT FURNITURE FROM WHADDON HALL.

There is much of the later eighteenth century English furniture and a fine old English barometer by Daniel Quare, London, on a stem of ivory, formed as a fluted column with chased masks and foliage on its metal-gilt feet. The French furniture includes Boulle writing tables, cabinets and a clock, with another of the Louis XV period by Verneaux *à Paris* in ormolu case surmounted by a figure of Europa supported by a bronze bull on an ormolu plinth (signed Osmond) with nymphs at the corners. There is also a set of gilt furniture of Louis XVI design covered with Aubusson tapestry of flowers in pink borders. The porcelain includes Chinese specimens of the Kien-Lung period and Nankin vases, Continental and English, prominent among which is a Nantgarw dessert service, painted with a bouquet and sprays of flowers in green borders, gilt with foliage, consisting of twenty-one pieces bearing the impressed mark. On the 18th they sell modern pictures and drawings, the property of the late H. R. Barnes, Esq., and others.

On the 11th Messrs. Sotheby disposed of armorial china, glass, pewter and furniture. The property of Colonel W. Selby Lowndes, Whaddon Hall, Bucks, included a set of very fine carved and gilt furniture dating somewhere between 1700 and 1730 and consisting of a pair of side tables with cabriole legs carved with masks, scrolls and foliage and claw feet with a ring of mouldings above the ankle, the tops being richly decorated with conventional scrolls in gesso; a pair of smaller tables, two stools with oval tops in keeping with the tables, a pair of side tables with marble tops supported by gilded eagles with outspread wings, and another carved and gilded table. To the same owner belonged a Chinese Chippendale mahogany china cabinet of great rarity, its top being carved as a pagoda roof surmounted by a lantern-like ornament.

On November 14th Messrs. Sotheby begin a six days sale of a selected portion, amounting to 1,730 lots, of the library of the late Lord Amherst of Hackney—a splendid collection of most useful books. All the prominent authors are represented in the works on ornithology, in which the series by John Gould deserves more than passing notice. The collection is rich in works bearing on Egyptian antiquities and in botany, while it contains a perfect reference library of the history and antiquities of Norfolk and Norwich, from which we quote a series of 347 drawings in water colours, pencil and ink of views, buildings and antiquities of Norfolk, of which sixty are by J. S. Cotman, the rest by De Cort, Cattermole, F. Nash and others. There are many books with fine coloured illustrations, as well as an important collection of heraldic works and manuscripts. We have here a great rarity in the letter written and signed by Luther (1544), while another written and signed by Melancthon in Easter, 1560 (the year of his death), is of peculiar interest. He mentions that he has a cold and fever causes his shaky hand, and that the conjunction of Saturn and Mars is unfavourable to him. There are some early printed books, and bibles, including Myles Coverdale's bible, the Great Bible (first edition) and a Latin bible which bears the signature of Lord Burghley and the date 1566. On the 15th they sell engravings and modern etchings; on the 17th and 18th porcelain, pottery, glass, textiles and furniture, and on the 21st and 22nd, coins, medals and tokens with a very fine series of Stuart badges, a rare James VI Scots double crown, an extremely scarce Henry VIII farthing and a Stephen penny of the Derby type. The tokens are important and interesting.

D. VAN DE GOOTE.

MECHANICAL ROAD TRANSPORT.

PRESENT AND FUTURE.—II

By Lord Montagu of Beaulieu.

In my last article I showed how the value of roads and road transport exceeded in value that of railways and shipping combined, and, I hope, convinced my readers of the immense importance, in capital value and revenue alike, of road transport. There are other means of transport, however, which must also be considered. There is horse transport, which it is impossible to estimate at the moment, but which we will leave out of account, as it now forms less than 10 per cent. of the transport as a whole. And we must also mention tramways, though they do not equal in importance any of the above methods of locomotion. There were in the United Kingdom in 1914 2,703 miles of tramways and light railways open, with a total paid up capital of £78,853,930. In this case the total paid up capital of the tramways is just about equal to one year's gross revenue of the 130,000 commercial motor vehicles alone. It is also interesting to note that the total receipts of the railways in the United Kingdom for 1919 for the conveyance of goods was £66,639,709, by which my readers will see that according to our estimate of £78,000,000 for goods traffic by road, exclusive of passenger traffic, the gross earnings of road transport are nearly £12,000,000 higher than the railway earnings for goods and other freight as returned for 1916. Probably the difference is still greater to-day, for railway goods traffic is well known to be lighter now. As to the upkeep of roads, this costs about £50,000,000 a year, of which the ratepayers provide £40,000,000 and the owners of motor vehicles £10,000,000, taking round figures. Most of my figures, I may mention, are obtained from the Statistical Abstract for the United Kingdom issued this year. And I could quote many more interesting facts, but will not weary my readers, so I propose now to consider the more general aspects and the future of road transport.

First of all, no one can deny the immense advantage of the door to door conveyance of goods and passengers. No other form of transport can give this facility except road transport. Secondly, the millions of passengers who have travelled during the past summer in motor coaches to places comparatively inaccessible and on routes hitherto unknown to the public, have enjoyed their holidays much more for this reason. Besides the seasonal traffic, numberless little country towns and villages have now, all the year round, cheap and rapid access to their nearest railway station or to the next town, as shown by the excellent map in the new motor services guide "T.B.R." Country people, instead of living in a state of semi-stagnation, are becoming filled with a new spirit and there has been a distinct rural revival. If I were asked, I should say that mechanical road transport, boy-scouting and the cinema are the three most potent influences of to-day in our population—one providing change of environment, the power of moving cheaply and seeing the neighbourhood and the world beyond; the second raising the moral tone of thousands of our younger generation; and the third providing stimulation to the mind—sometimes, I am afraid, in the wrong direction. In my opinion these are forces influencing our population greater than any concerned with politics and immensely greater than any theories of a new millenium, which we are told will result from no one having to work hard.

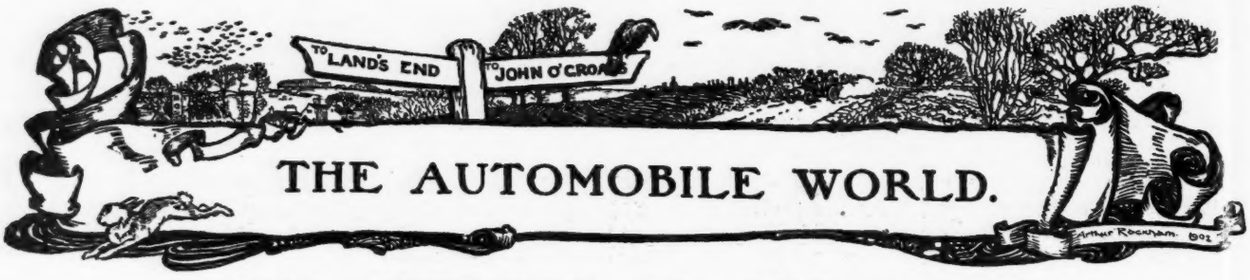
But I must not digress from my subject. As regards the ordinary motor cars owned by private persons, foolishly called "pleasure" cars by those who do not realise that they are no more used for "pleasure" than any other form of locomotion—the train, the tramcar, the cab or the 'bus—where would tens of thousands of professional men be without them to-day? The doctor finds the motor car indispensable, so do most commercial travellers, while even that inveterate horse-lover, the farmer, for years prejudiced against all forms of automobilism, is beginning to use the cheaper kinds of motor car in increasing numbers. The cheap car era is only just beginning, and there is a large field as yet untouched. Everyone wants to own a motor vehicle, if he or she can afford it, as Henry Ford found out years ago.

The volume of passenger traffic by road is immense, but it is impossible to estimate exactly the number of passengers carried in public and private mechanical vehicles during the year. We may certainly conclude, however, that it is at least three times as great as the number who use the railway. If we take the railway figures for 1919 at 1,551,719,000 passengers, we must assume that over 4,500,000,000 passengers used the roads in various forms of mechanical vehicles during the whole year. To take one instance, just think what London would be to-day without its mechanical road traffic. You can stand in any busy street and the proportion of mechanical to horse-drawn vehicles generally exceeds 10 to 1, while on some through routes fifty or sixty mechanical vehicles to one horse-drawn is not an uncommon average. The L.G.O.C., the premier motor 'bus company of this country, which conveyed 873,000,000 passengers last year, or more than half the total carried by railways, now gives facilities to the Londoner to visit by road places as far afield as St. Albans, Hertford, Reigate, Guildford, etc., and the popularity of the motor 'bus is now so great that there are few routes in the crush hours on which the straphanger is not the rule rather than the exception. It is difficult to foresee a limit to the extension of urban and suburban road services in all big centres of population in the future, and as housing and locomotion are to a large extent one and the same problem, the provision of better locomotion must assist to solve the housing problems of London and other large cities. It is the motor 'bus also which makes it possible for the labourer with either brains or hands to keep his family in healthy surroundings even though his working day be spent in an airless office or a stuffy workshop.

And as regards transport of perishable food, so necessary to our big urban populations, nine-tenths of the market garden produce is nowadays brought into town areas by motor vehicles, for market gardeners have almost deserted railways for roads, and the coming of the motor vehicle has enabled the market gardener supplying daily produce to carry on his trade many miles beyond the former radius, which was limited by the horse's ability to cover it in time. The difference between fifteen and thirty miles is negligible now, both in cost and time; in fact, in every direction we see the influence of road transport invading new spheres of operation.

And what of the future? This habit of travelling by road, ingrained in our forefathers and now reviving, is only just beginning, and for passenger traffic motor coaches, much improved as they are now as recently evidenced by the Commercial Motor Show, are only in an early stage of development. In all probability the giant pneumatic tyre and much improved springing will make them run as smoothly in a few years as the Rolls-Royce of to-day. On pneumatic tyres there is nothing to prevent their speed being the same as that of other pneumatic tyre vehicles. I hope the law will be as blind to an average of 25 m.p.h. in them as in ordinary motor cars, the speed of which is often about that figure. And as to the increase of goods traffic, the advantages of door to door delivery in these days of high priced labour, and therefore high cost of handling, is bound to tell in favour of road transport. As to numbers, if there are nearly a million motor vehicles to-day, how many are there going to be in ten, twenty or fifty years! No one can give even an approximate answer, but it is safe to assume that in ten years at the very most we shall have nearer 2,000,000 than 1,000,000 motor vehicles in this country. And what does that mean? Can our roads stand this new traffic, administered and paid for on their present system? These are problems which we shall have to face, and whether Governments like it or no, whether the users of mechanical vehicles or ratepayers, or general taxpayers have to pay more, these engineering and financial problems will be forced upon us, and the sooner we think out a better and fairer system of providing money for roads the better. If the young giant is not to outgrow his clothes and to break down our roads to the confusion of everyone this must be done.

Within the limits of a single article it is impossible to discuss, even in the generous space given me by Country Life, every aspect of mechanical locomotion and of roads, dependent as they are on one and the other. I have therefore only attempted to give my readers some indications of the huge growth of this new industry and a general view of the prospects before us. If I have given food for reflection and interested the many readers of Country Life I have accomplished my object.



THE OPENING OF THE SHOW

FOLLOWING precedent, the doors of the Show were opened for private inspection by the Press and agents on Thursday, November 3rd, and the official opening followed, somewhat paradoxically, in the evening, with a dinner at which were present all those who count in the motor industry. The principal speaker was Sir William Joynson-Hicks, M.P., and, having said that, there is little more to be said about the quality of the oratory. Sir William is one of the very best, if not the best, after-dinner speakers that the motor industry can call upon, and on this occasion, as usual, his remarks were to the point and full of sound sense.

Referring to the fact that this year marked the twenty-fifth anniversary of the motor industry in this country, Sir William paid a much appreciated tribute to those pioneers, the brothers Lanchester and Mr. S. F. Edge, who were sitting close together, and the Daimler Company. The present condition of the industry gave no scope for congratulation, but, as to its dimensions, its growth during the last ten years had been remarkable, and the number of motor vehicles of all types in Great Britain were in the proportion of one to every forty-nine of the population. This, of course, is not anything like so high as that existing in some countries of the Continent and in America, where the proportion is one to eleven; but the number of motor vehicles over here is on a continual increase, and there is no reason to anticipate that the next ten years will not see as great a growth as have the last ten years. But we cannot expect the motor industry to grow and to continue to grow unless it has those three necessities to successful development—cheap fuel, good roads and reasonable legislation.

CHEAP FUEL AND HOW TO GET IT.

Sir William made a very pointed and highly appreciated appeal for some co-operative action on the part of the representative bodies of the industry to secure a cheap fuel. His suggestion is one of those things that seems obvious when it is made, but to the best of our knowledge this is the first time it has been publicly put forward. It seems entirely good, and if there are some obstacles, surely a determined effort on the part of those interested should be able to overcome them.

As for roads, it was Sir William's opinion that the roads of to-day are not of such a high standard as they were in the first century when the great Roman road makers were at their zenith. In fact, until the coming of railways it is very doubtful if communication was ever so good as it was in the Roman era, and it is truly no compliment to modern civilisation that at the time when roads are being used more than they have ever been used before, we have not yet re-attained such a standard of development as existed nearly two thousand years ago. Unfortunately, where new roads were being constructed they were not being constructed to suit modern demands. For instance, some of the new roads round London intended to have a width of 120ft. were actually only 40ft. in width, because the local authorities, who still retain their cramping jurisdiction over road construction, refused to make the roads any wider than is absolutely necessary, and the necessity appears to be judged by standards of ten years ago. As Sir William pointed out, once a road is made with a width of 40ft. it will be a very difficult matter to get it increased in width to the ideal of 120ft.

LEGISLATIVE REFORM BY UNIFIED ACTION.

As regards legislation, there was a reasonable prospect that an entirely new Motor Car Act would be introduced next year and that it would embody a clause abolishing the present speed limit, but although the motor industry and the motor movement is such a huge factor in our national affairs, its influence in the House of Commons is still far from being as strong as it ought to be. The explanation of this weakness is of course not far to seek, and lies in the absence of any single body that can voice the needs of the motor manufacturer and the motor user as a single entity. Motorists in the broadest sense of the term, that is to say, motor cyclists, users of the heavy commercial vehicles, private owners of cars and manufacturers, are at present absolutely unable to present a united front to the attacks continually being made upon them. It was with a plea for a special effort at unity that Sir William concluded one of the best speeches we have heard him make. We can do no better than endorse his remarks to the hilt and to urge those to whom they were addressed to give them serious attention and to see if something cannot be done first towards unity and then, once unity has been secured, towards the other necessities that we must have for a happy existence.

Some interesting figures on the present dimensions of the industry were given by Mr. Mays Smith, the President of the Society of Motor Manufacturers and Traders. The members of the Society number no fewer than 1,090 firms, and their capital, in conjunction with that of allied firms and of the industries involved in the manufacture of motor cars, runs into hundreds of millions. Surely an industry of such size is of sufficient national importance to deserve a certain amount of consideration at the hands of those whose official duty it is to guard our national prosperity. The Government, represented until recently by the Ministry of Transport, had never erred on the side of over-sympathy with the motor trade, and the President of the Society of Motor Manufacturers and Traders made out a very strong case in support of Sir William Joynson-Hicks' plea for unity among motoring organisations.

SMALL CARS AND THE FUTURE.

The concluding note of Mr. Smith's remarks was full of significance, for it consisted of an appeal to the industry to guard against the present tendency towards the over-production of small cars. The present financial state of the country has encouraged motor manufacturers to concentrate on small economical vehicles, but it is a fact that should not be overlooked that such vehicles may very easily completely fill the market that exists for them, and the inexorable law of supply and demand will lead in a very short time to greater chaos.

Mr. Stanley Machin, replying to a toast of the guests, referred to the forthcoming recommendations of the Geddes' Economy Committee, and said that in his opinion it was the duty of the country to see that the recommendations were fully carried out and, what was of quite as much importance, that the money secured from the motor car industry in the form of taxation should be devoted to the purpose for which it had been obtained. It is, of course, an open scandal that the £10,000,000 obtained, or about to be obtained, from the taxation of motor cars is not going to the improvement of roads as was promised. Another condition militating against the prosperity of the industry at the present time was the practice that is going on of buying German cars at ridiculously low prices and bringing them over here.

There are no German cars in the Show, but it is noticeable that certain journals which during the war announced their intention of not letting their pages to advertising goods made in late enemy countries are apparently forgetting their promise.

Our own attitude on the matter is that, while we recognise that some German cars are thoroughly good, we have not yet seen a German car notably better than those produced in other countries. We do not need them and, in fact, unrestrained foreign competition, which on occasion may be useful, promises to be fatal if allowed to go on during the next few months and to deal a blow to one of our great industries from which it will never entirely recover.

Major Percy Simmons, the Chairman of the London County Council, speaking in the absence of the Hon. Sir Arthur Stanley, referred to a need that we ourselves have already mentioned and have in mind to deal with again on the first suitable occasion, namely, examinations for driving licences.

ROUND THE SHOW

THIS year's Show is a much better affair than many of us expected it to be. We all knew, of course, that the exhibits would be more numerous than they had ever been before and that in the matter of dimensions no forerunner could approach the 1921 exhibition. But the exhibits are notable for their quality as well as for their quantity, and on many stands the prices have been reduced to a level that leaves but little room for complaint. I purpose to give in an early issue a summary of this year's prices as compared with those obtaining at the last two shows and so will pass over the subject for the time being.

But how to single out one or two cars that dominate the Show. Are there any such cars present? The oil-cooled Belsize

THE *Lanchester* "FORTY"

AGAIN, as in past years, Olympia has nothing better to show than the Lanchester "Forty." The soundness of its design and construction, and its dependability in service is conclusively proved by the satisfaction expressed by owners. It is an exclusive example of automobile development and both in looks and performance carries the unmistakable stamp of superiority.

STAND 292 OLYMPIA

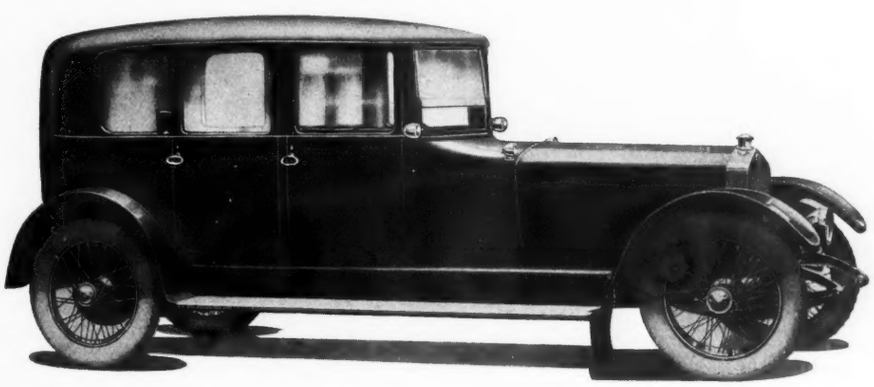
Read the following extracts from the Press:

A run on the Lanchester raises fresh enthusiasm, for it is a type of super Car which is about to make a new era in motoring.
"The Autocar."

The new Lanchester is a wonderful Car and a tribute to the British Automobile Industry
"Car Illustrated."

The makers have made a bold bid to be answerable for the best Car in the World.
"The Tatler."

As we have said before, we have never ridden in, or driven a finer car than the new Lanchester.
"The Motor."



Catalogue and photographs sent on application.

THE LANCHESTER MOTOR CO., LTD.,

95, New Bond St. London, W.
Armourer Mills, Birmingham.
88, Deansgate, Manchester.

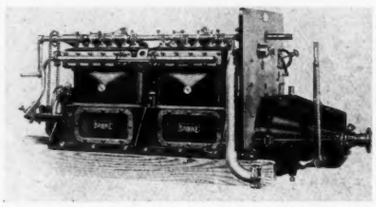
I have already spoken about and the Belsize stand of this year is almost reminiscent of any stand at the 1919 Show, when to get a glimpse of any exhibit meant participating in a miniature Rugby scrum. The Leyland chassis has also come in for much attention, as of course is only to be expected, for the chassis is quite in a class of its own among the British exhibits. I was also very much struck with the detail work of the British Ensign chassis, but at present it is somewhat doubtful whether this car will be manufactured during next year.

A STRIKING NEW CHASSIS.

If I had to single out one particular exhibit as being conspicuous among so many wonderful cars, I think I should give the palm to the Bignan Sport, which is on Stand 76 in the White City. This is a chassis embodying all that is latest and best in modern practice. The four-cylinder engine has a bore and stroke of 85mm. by 130 mm. and is rated at 17 h.p. The manner in which the overhead valve engine maintains a neat appearance and is constructed as a unit with the four speed gear-box is sufficient to make the chassis a remarkable production; but its claims to the distinction of being the most interesting and perhaps the finest exhibit in the Show do not rely on this alone. The torque tube mounting and the back axle construction form a fitting parallel with engine and gear-box and over the whole chassis there is a note of robustness and neatness that I have never seen excelled. The car has four wheel brakes operating through special compensating mechanism and it also has a power-driven tyre pump. Finally, its price is only £650. Those who enjoy a contrast should make a point of inspecting the cyclecar exhibited on the same stand. I should be very surprised if a British purchaser is found for one of these, although it has a few good features of design and the springing seems very efficient.

THE MARINE SECTION.

There is good reason for describing the Marine Section as the most interesting of the Show. If motor car prices show sensible reductions, the prices obtaining for the boats are ridiculously low. For £360 it is possible to buy a sea-going cabin cruiser with twin screws each driven by its own engine. This boat provides sleeping accommodation for three or four and seems to be constructed on lines sufficiently robust to enable it to undertake such journeys as to France or Holland without any difficulty, while for ordinary coasting work it should be ideal for the man who wants



A BROOKE 25 H.P. SIX-CYLINDER MARINE POWER UNIT WITH REVERSE GEAR.

reasonable comfort combined with economical maintenance. This boat is to be seen on Stand 539.

On the Ailsa Craig Stand, No. 550, there is a 23ft. cabin cruiser with an 8 h.p. engine priced at £320, while the summit of luxury in cruisers is shown, as usual, on the Thornycroft Stand, although the Thornycroft exhibit at this Show is not so comprehensive as it was at the last Marine Exhibition.

At the other end of the scale there are boats like the Saunders' utility boat, such as has been supplied to Sir Ernest Shackleton on the *Quest* (Stand 541). On the next stand (542) there is what is probably the smallest practical motor boat that exists, this being a Canadian canoe with a 3 h.p. motor. It is claimed that this boat has a possible speed of 14 m.p.h. and gives a reasonable touring speed of 12 m.p.h. Selling at only £65, a canoe like this should be a very attractive proposition to the man who wants a light boat for river use that is not cramped for space, nor so slow as to make a journey of any length up the river a serious undertaking. On the Graham White stand (536) is shown a new type of boat described as the Sea Sled, with two Rolls-Royce twelve-cylinder engines, each rated at 320 h.p. The boat is capable of a speed of 60 m.p.h. with its full load of thirty-five passengers, pilot and mechanic and it has a cruising range at full speed of four hours. The Brooke exhibit (Stand 551), comprising engines of all sizes and a cabin cruiser and an estuary launch, is another that should not be missed.

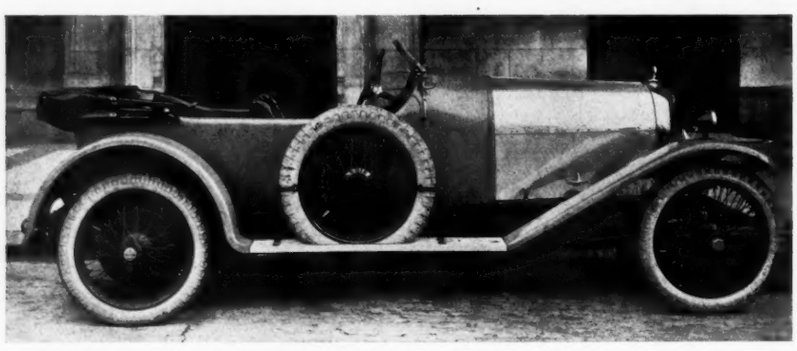
W. H. J.

SOME MORE EXHIBITS

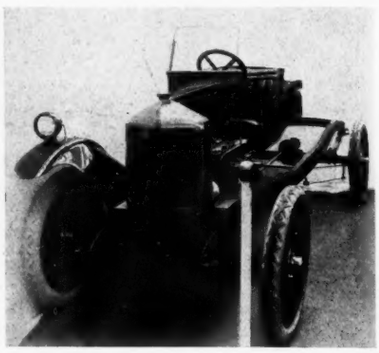
BENTLEY, Cricklewood, N.W.2. Stand 162.

A CAR in a class by itself is the 3-litre Bentley with an engine rated at 15.9 h.p. and having a bore and stroke of 80mm. by 140mm. This car is redolent of all that is most up to date in motor car practice, and it is sold with a remarkable guarantee. The mechanical guarantee extends over a period of five years from the date of purchase, every chassis is guaranteed to attain a speed of 80 m.p.h. and to average a fuel consumption of 26 m.p.g. at ordinary touring speeds.

The four cylinders are cast monobloc, and each contains two inlet and two exhaust valves in the cylinder head, operated by a totally enclosed overhead cam-shaft. Five bearings are provided for the crank-shaft, and lubrication is under high pressure to both main and big end bearings. The gear-box gives four speeds and reverse, final drive is by straight bevel, which, together with the differential gear, can be readily removed without previous disturbance of the axle casing. Both hand and foot brakes operate in exceptionally large drums on the rear wheels, and are fully compensated through a miniature form of differential gear. Suspension is by semi-elliptic springs all round, those in the rear being under-slung, while shock absorbers of a special type are fitted as standard. The tyre size is 820mm. by 120mm.—much larger than is usual for a car of this type. For a 15.9 h.p. car a chassis price of £1,050 is high, but for a car with the performance of a Bentley the price is emphatically low.



THE "THREE-LITRE" BENTLEY SPORTING CAR.



A NEW AND GOOD WAY OF SHOWING THE POINTS OF BOTH BODY-WORK AND CHASSIS, SEEN ON THE BRITON STAND.

PHŒNIX, London. Stand 264.

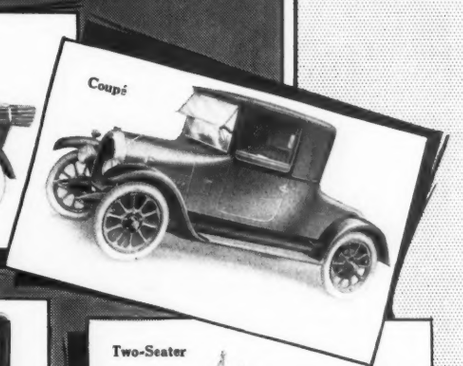
THE oldest established 11.9 h.p. car in the Show is the Phœnix, and it is striking testimony to the design and construction of this car that it has undergone only modernising modifications during the many years that it has been in existence. It will be remembered that the car used to have the radiator set behind the engine, but in deference to modern ideas a car is now available with the radiator in the more conventional position. The four-cylinder engine has a bore and stroke of 69mm. by 100mm., the gear-box gives three speeds and reverse, with right-handed control and final transmission through an enclosed propeller shaft is to a worm-driven rear axle which is fully floating. We are under the impression that the Phœnix is the only car of its class that has a fully floating rear axle, which in itself is a great asset. Added to the facts that the car costs only £425 and that the "two-seater" body is 4ft. in width, with real leather upholstery, the Phœnix can compete on a value for money basis very favourably with some of the much talked of and alleged cheap mass production cars. Also for an extra £10 the car may be obtained fitted with an all-weather hood, with a window opening with the door.

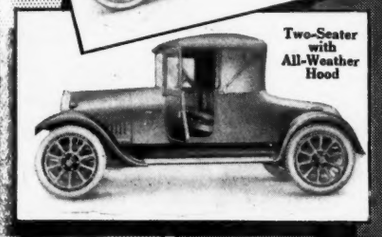
One of the particularly striking exhibits at last year's Show was the new 18 h.p. Phœnix, which, on account of manufacturing and other difficulties, did not actually get into production during the past year. Motorists of 1922 are, however, to be more fortunately situated than their predecessors of 1921, for the 18 h.p. Phœnix is now a production model which may be bought at the Show with a fair prospect of reasonably early delivery. The engine is of the most modern design throughout and although its bore and stroke are only 85mm. by 135mm., giving an R.A.C. rating of 18.2, the output at 2,000 r.p.m. is no less than 40 b.h.p. Unit construction for engine and three-speed gear-box is employed,

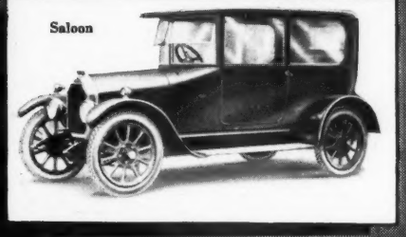
Humber

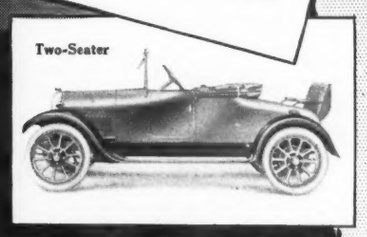


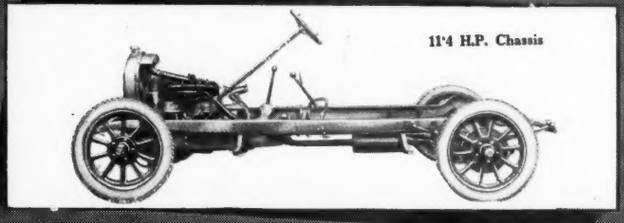












THE 11·4 H.P. RANGE

Stand 300 Olympia

The illustrations on this page show the various models standardised on the 11·4 h.p. Chassis. They are delightfully designed and remarkable value in every sense of the word.

11·4 h.p. 2-seater (with double dickey seat)	**£595**
11·4 h.p. 4-seater Touring Car	**£620**
11·4 h.p. Coupé (with double dickey seat)	**£725**
11·4 h.p. Saloon - - -	**£750**

The All-weather Hood fitted to the open cars will prove a great boon to every class of motorist.

HUMBER LIMITED, COVENTRY.
LONDON: 32 Holborn Viaduct, E.C.1.
SERVICE DEPOT: Canterbury Rd, Kilburn, N.W.6.

control being by a centrally placed lever working through a ball and socket joint and the gear-box also carries the speedometer driving pinion. Transmission is through a cardan shaft enclosed in a torque tube to a spiral bevel rear axle, the bevel pinion being integral with the cardan shaft. Both hand and foot brakes are of the internal expanding type, operating on the rear wheels and totally enclosed. Springing is by semi-elliptic springs in front, and cantilevers in the rear, while 815mm. by 105mm. is the standard tyre size. Altogether, at £650 for the complete five-seater touring car, this 18 h.p. Phœnix is one of *the* exhibits at Olympia.

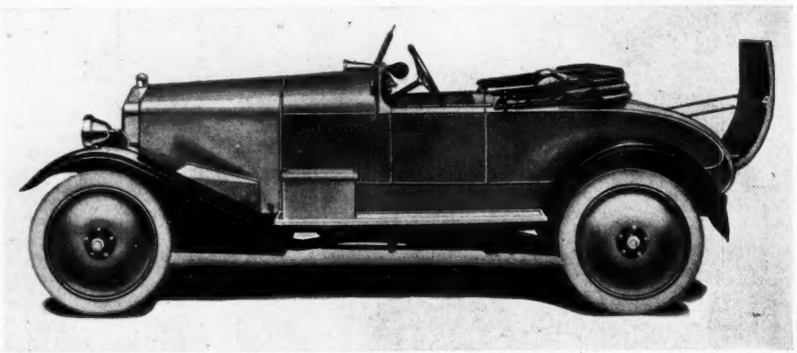
A. B. C., Walton-on-Thames. Stand 159.

AFTER the war the A. B. C. light car made its appearance as a pioneer of that type of car which having an air-cooled engine, had nevertheless nothing of the cyclecar about its design or construction. Based largely on the experience of its designer, Mr. Granville Eastwood Bradshaw, in the production of aero engines, the A.B.C. flat twin engine has a bore and stroke of 91.5mm. which gives a capacity of 1,198 c.c., and it is claimed that a brake horse-power of 30 is regularly obtainable from this engine with its normal rating of 12 h.p. The gear-box, of car type, gives four speeds and reverse, final drive is by spiral bevel, both brakes operate on the rear wheels, springing is by quarter-elliptics all round and the steering is on the worm and nut principle.

The A.B.C. is one of those few air-cooled cars that do not look ultra light and spidery judged by water-cooled car standards, a useful advance in appearance, due in no small measure to the fitting of a real radiator in front instead of the wire dummy which is general on cars of the type. The body-work is throughout of a very high standard, as, indeed, one has the right to expect on the most expensive car in the Show in its class, the A.B.C., at 365 guineas, being the most expensive air-cooled car.

ROCHET-SCHNEIDER, Lyons. Stand 296.

A VERY striking exhibit at Olympia is the Rochet - Schneider chassis exhibited by Messrs. Donne and Willan. The Rochet-Schneider has always been a high class production, but the 1922 chassis, standing as it does alone on its stand, is a conspicuous exhibit which, with its highly polished finish and in its isolation, is proving an irresistible attraction to many visitors. It is, indeed, one of the notable chassis of the Show.



THE AIR-COOLED A.B.C.

The six-cylinder engine has a bore and stroke of 100mm. by 130mm. and is rated at 37.2 h.p. The design of the engine is on most modern lines, including the detachable cylinder head and overhead valves and camshaft which are now a general thing for high class cars. Unit construction for engine and gear-box is employed, the latter giving four speeds and reverse and incorporating a tyre inflator of which the connections are outside the chassis. The suspension is by semi-elliptics in front and cantilevers in the rear. Priced at 58,500fr. at the works, the Rochet-Schneider is among the very best expensive Continental cars in the Show.

LEYLAND, Leyland, Lancs. Stand 241.

ONE of the cars occupying a class of its own is the eight-cylinder Leyland which made its *début* at last year's Show, but is now for the first time available to the public. The engine is an eight cylinder in line, the bore and stroke being 89mm. by 146mm., which gives an R.A.C. rating of 39.9 h.p. Obviously the Leyland is one of those chassis that defies anything like an adequate description in the space now available, and, beyond mention of the main points of the

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Something complicated with a lot of machinery inside, a boiler, a furnace, a few dozen mysterious taps and valves and wheels and what not.

Probably a good proposition if one happens to be a loco-driver by profession, or can keep a staff of mechanics about the place.

A luxurious means of travel so far in advance of any petrol car, conceived or conceivable, that no comparison is possible.

Infinitely simpler to handle *and* to maintain than a petrol car. The only controls are the steering-wheel, the throttle lever, the brakes and a pedal for reversing; there is no gear-box, no carburetter, no magneto or plugs.

Its motion is the nearest possible approach to flying. It is flexible, responsive and economical in running costs to a degree undreamt of by the user of a petrol car.

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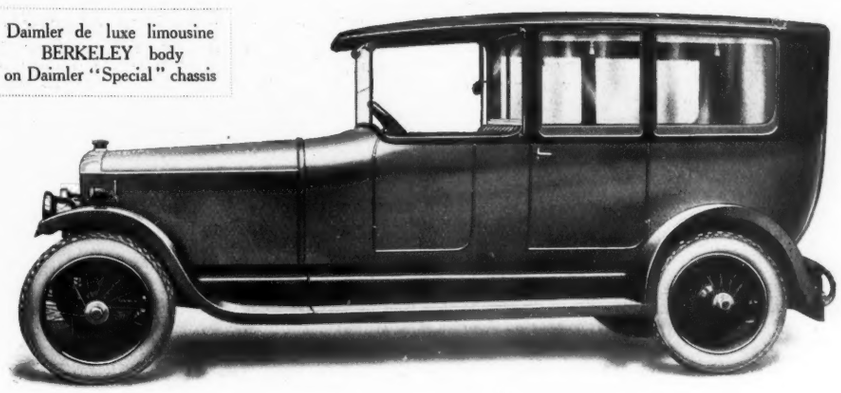
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Daimler de luxe limousine
BERKELEY body
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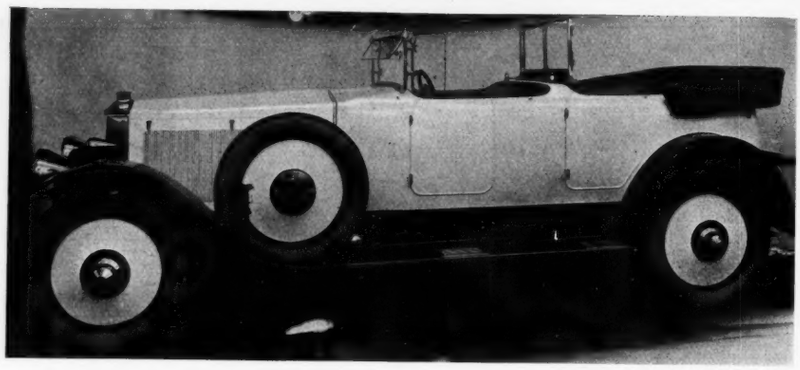
"STANDARD THIRTY" 30 h.p. - 6 cylinders £1000

DAIMLER "TWENTY" 20 h.p. - 4 cylinders £700

The DAIMLER COMPANY Ltd., COVENTRY

specification, we can do little more than recommend every visitor to the Show to make a special point of seeing this super car. Constructed as a unit with the engine, the gear-box gives four forward speeds and reverse, controlled through a right-hand gear lever. Transmission is through a propeller shaft enclosed in a torque tube to the "dual spiral bevel," a term which presumably means a bevel of the herringbone type. The remarkable springing with which the car is equipped should be particularly noted, and this, combined with the 12ft. 6in. wheelbase and 4ft. 8in. track, promises to make the Leyland a remarkable car on which to ride over any kind of surface. Two of these cars were sold on the first day of the Show, one to the Maharajah of Bharatpur and the other to the Hon. Syed Ali Nawab of Bogra, and both are to be delivered in India in time for the Prince of Wales' visit.

The exhibit comprises a saloon, a five-seater touring car and a sports model chassis which has a wheelbase of 10ft. 6ins. It would indeed be very interesting to observe the performance of this sports car at Brooklands, or in some of the big road racing events, and possibly next year the opportunity will be forthcoming.



THE EIGHT-CYLINDER LEYLAND, ONE OF THE MOST STRIKING CARS IN THE SHOW.

RUSTON-HORNSBY, Lincoln. Stand 257.

FOUR models of these popular Lincoln mass production cars are at the Show, there being two types of chassis, the 16–20 h.p. and the 20–25 h.p. Slight mechanical improvements have been introduced in the chassis design, but the main features remain as they were when we described the performance of one of these cars on the road. The chassis of each model is practically the same, except as regards engine dimensions, which for the 15.9 h.p. are 80mm. by 130mm., and for the 20–25 h.p. are 90mm. by 130mm. The gear-box gives three speeds and reverse, and final drive is by spiral bevel. Both hand and foot brakes operate on the rear wheels and the suspension is by semi-elliptic springs in front and three-quarter underslung elliptics in the rear, the wheels being for 815mm. by 105mm. tyres in the case of the smaller model, and 820mm. and 120mm. for the 20–25 h.p. Some entirely new designs of bodywork are exhibited and one makes a very significant departure, for, instead of having a concealed hood which has hitherto been a feature of Ruston-Hornsby cars, this fitting is now carried exposed, an interesting commentary on the shortcomings of a feature that has many attractions on the score of appearance, but definite drawbacks when the car is in the hands of a none too careful owner.

There is also a two-three-seater body on a 15.9 h.p. chassis, while on the 20–25 h.p. chassis are shown a five-seater touring car and a seven-seater landaulet Features of the bodywork are the retention of the concealed hood on the higher powered touring car and the adjustable front seats of all the touring models, while tools and spares have roomy lockers provided for their accommodation in the valances.

STRAKER-SQUIRE, Edmonton. Stand 260.

AS examples of efficiency in car design the two Straker-Squire models, one a four-cylinder and the other a six-cylinder, would be difficult to improve upon. The six-cylinder is built on highly individual lines throughout, perhaps the most notable departure from ordinary practice being the separate casting of the six cylinders and the lay out of the overhead valves with their drive. For 1922 the already high power output of this engine has been considerably improved so that it now gives no less than 85 b.h.p., although it is rated for taxation purposes at only 23.8 h.p. In view of the fact that the weight of the chassis is only a trifle in excess of 17 cwt, it will be readily understood that Straker-Squire performance on the road is no ordinary performance. Everything that modern experience has suggested to be desirable for motor car

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NEW "STAR" 11.9

STAND 294 OLYMPIA

A glance at the prices will interest you.

Of their wonderful value, your inspection of these Models will astonish you.

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11.9 H.P.	£395
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11.9 H.P.	£545
15.9 H.P.	£695
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11.9 H.P.	£650
15.9 H.P.	£895
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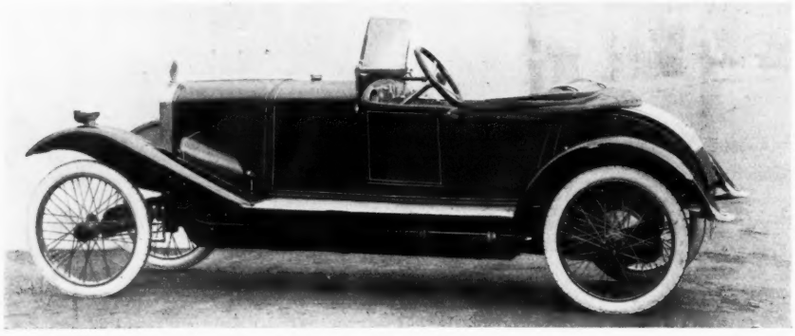
Do not purchase your small car until you have seen the New
AUSTIN TWELVE

efficiency is to be found on the Straker-Squire and little more need be said, for it follows that the gear-box gives four speeds and reverse, that final drive is by spiral bevel and that cantilever springs are used for suspension in the rear.

An interesting new model on this stand is the Straker Squire 15 h.p., the dimensions of the four cylinder engine of which are 80 mm. by 130 mm. Here again is an example of remarkably high efficiency, for, rated at 15.9 h.p., this engine gives no less than fifty on the brake. Semi-elliptic springs are used all round, otherwise the general chassis specification is similar to that of the larger model.

G.N., Wandsworth. Stand 64. THE G.N. cycle-car needs no introduction, for, having been before the public since 1911, it has since the war undergone modifications and improvements in design that make it now capable of competing with any car on the road, at least from the point of view of the man who wants a utility vehicle. We have reviewed the performance of two G.N.'s after 8,000 miles of running and it will be remembered that the service obtained was described as in every way satisfactory. The G.N. is not only reliable, it is fast and economical, three attributes that are seldom found together in the same vehicle. For speed a standard G.N. may be relied upon for 50 m.p.h.; for economy every car is guaranteed to do 60 m.p.g.; for reliability one can only go by the experience of others and remember the excellent service scheme that the firm has for the benefit of its customers. These facts, combined with a recent reduction in price, make the G.N. a very attractive little car indeed. It is, we would repeat, not a luxury car, but an economy car with a real performance. Its crown of racing successes is very well embellished with precious metal in the form of cups and medals, and its most recent success is the most striking of all. In the great 200-mile race held at Brooklands on October 22nd the G.N. covered the distance (actually only a few yards under 202 miles) in 2hrs. 49mins. 24secs., thus winning the 1,100 c.c. class. For a two-cylinder air-cooled car to do 200 miles at a speed of over 70 m.p.h. without a single stop is a performance at which one can only wonder.

The chassis specification of the car comprises a 90° air-cooled twin engine with a bore and stroke of 84mm. by 98mm., giving a capacity of 1,086 c.c., an R.A.C. rating of 8.7, and so a tax of £9. For 1922 many detail improvements have been effected in the engine, mainly in the matter of lubrication, which is now entirely automatic. The clutch is a three-plate type faced with ferodo the merit of the design of which may best be judged from the fact that it was introduced by Messrs. Godfrey and Nash and has since been copied on many big cars. Transmission is to a bevel-driven countershaft, and thence to the rear axle, which has no differential, by four chains, one chain providing each gear ratio (*i.e.*, three forward speeds and reverse). Springing is by quarter elliptics all round, and the detachable wire wheels are for 650mm. by 65mm. tyres.



THE NEW MODEL G.N. WHICH HAS BEEN MUCH IMPROVED IN APPEARANCE AND COMFORT.

G.W.K., Maidenhead. Stand 62. THE pioneer friction-driven G.W.K. light car is exhibited in three chassis forms, two of which are new. The model "H" is the 10.8 h.p. four-cylinder chassis which has been the standard model since the war, and was originally known as the "F" type, but is now called the "H" as the result of many improvements. The engine is a four-cylinder with a bore and stroke of 66mm. by 100mm., and in design follows ordinary established practice. The main feature of the G.W.K. is, of course, its transmission. Instead of a clutch and gear-box there is mounted on the rear axle a disc approximately 2ft. in diameter, at the end of the propeller shaft is a second disc at right-angles to the one on the back axle, and the propeller shaft disc has a hole in its centre. The back axle disc can be moved along the shaft on which

THE SUPREME SUNBEAM

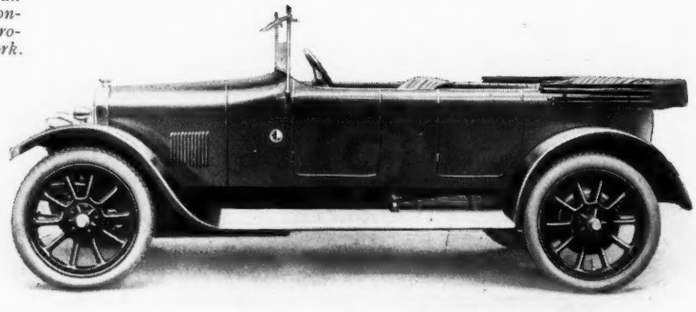
In announcing their manufacturing programme for the coming season, the Sunbeam Company wish to draw the attention of the public specially to the fact that they have now standardised entirely new overhead-valve engines for all their models.

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For over ten years the Company has been designing high efficiency overhead valve engines for racing cars and aircraft, and can claim an unrivalled experience in engines embodying this type of valve operation.

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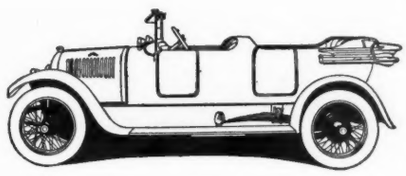
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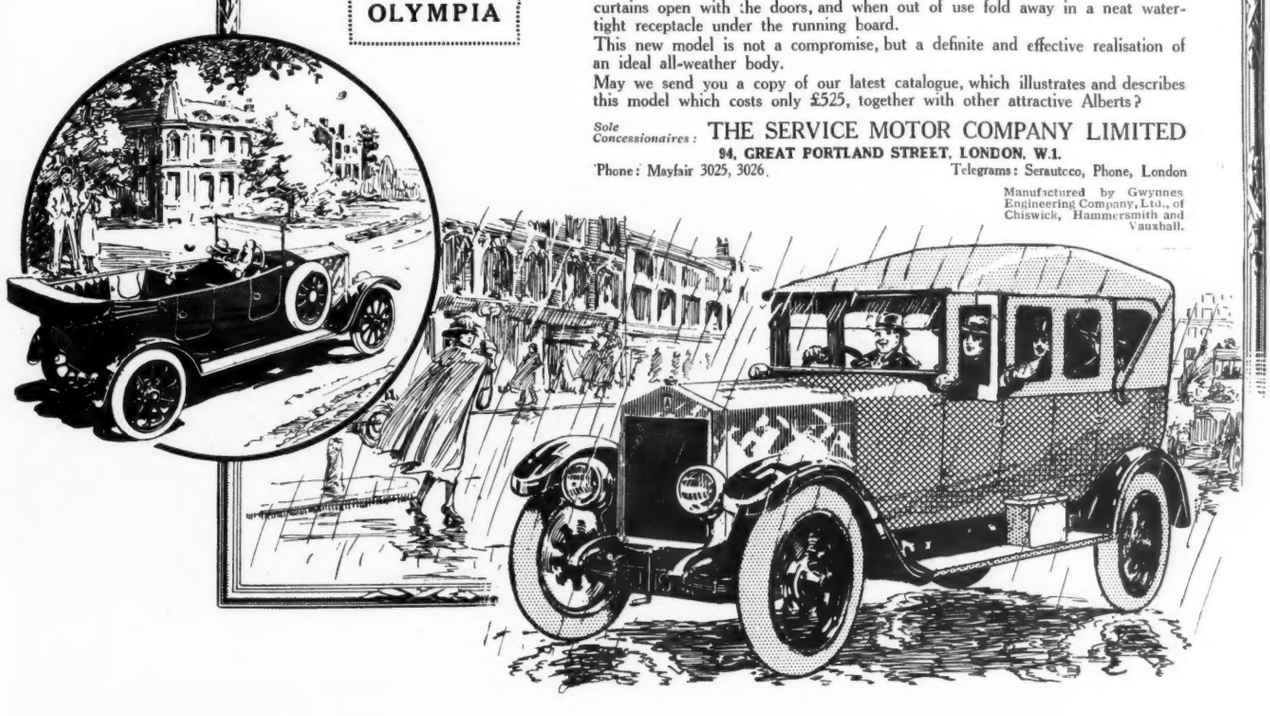
IN addition to the many mechanical improvements incorporated in the new model (G.3), a strikingly effective body has been designed for changing conditions, and The Service All-Weather Model of the NEW ALBERT is in fine weather a handsome Touring Car, which can be converted in only *three minutes* to the equivalent of a Saloon Limousine, free from draughts and rattles. The curtains open with the doors, and when out of use fold away in a neat water-tight receptacle under the running board.

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it is mounted and when it is in its central position it is opposite the hole in the propeller shaft disc. Thus there is no contact and the equivalent of neutral gear is provided. The shaft carrying the driven disc can be moved in the fore and aft plane by means of a pedal in the driver's compartment equivalent to the ordinary clutch pedal. When this pedal is depressed the driven disc is moved by means of a "gear" lever, and when the clutch pedal is released the two discs are brought into contact. Obviously the distance from the centre of the driving disc, against which the driven disc bears, determines the effective gear ratio: there is thus an infinite range of speeds available, and reverse is provided by the direction in which the driven disc is moved across the face of the driving disc.

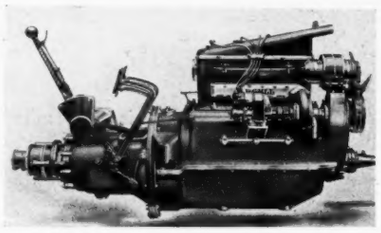
For 1922 this transmission gear has been considerably modified in detail, improving its life and its silence. The springing of the car has been improved as also has the bodywork and other details.

Model "J" is an entirely new model, in which the four-cylinder engine is situated behind the passengers' seats, the idea being that the heat of the engine cannot reach the passengers and so the car is rendered particularly suitable for hot climates. Also the abolition of the propeller shaft increases the efficiency and gives improved smoothness of running.

The earliest model G.W.K. cars, which means the models that were available to the public in the very earliest days of the light car movement, had a two-cylinder engine and model "Y" exhibited at the Show is a revival of this highly esteemed pioneer car with, of course, such improvements as have been suggested by the added experience of the makers.

G.W.K. cars are very low priced, for the four-seater model "H" costs 320 guineas, the two-seater 295 guineas, while model "Y" with the two-cylinder engine in the rear, is only 250 guineas.

ARGYLL, Glasgow. Stand 65. A VERY interesting power unit is that fitted to the Argyll chassis, for although of the sleeve-valve type its lay-out is quite different from the ordinary. Embodying only one sleeve, which partially rotates as well as oscillates in the cylinder, many special advantages are claimed and some



THE ARGYLL ENGINE AND GEAR-BOX, A PARTICULARLY CLEAN UNIT FOR A SLEEVE VALVE ENGINE.

of them, such as particularly efficient lubrication, are fairly obvious. The bore and stroke of the four-cylinder engine are 80 mm. by 130 mm. The gear-box gives four forward speeds and reverse and final drive is by spiral bevel. The exhibit comprises a polished chassis, a saloon car and two open touring cars.

SWIFT, Coventry. Stand 266. NO change of consequence is to be reported in either of the two Swift models that are exhibited, although the larger of these, with an engine of 69mm. by 130mm. rated at 11.9 h.p., is practically a new model, having been before the public for not more than a year. But both with this car and with the 10 h.p. (of which the bore and stroke are 63mm. by 90mm., giving a rating of 9.8 h.p.) the bodywork has been considerably improved.

The main features of the chassis specification are the four-cylinder monobloc engine, a leather-faced clutch with springs beneath the leather to assist sweet engagement, a three speed and reverse gear-box in the case of the 10 h.p. model, while the larger car has a four speed gear-box. It is noteworthy that the first speed ratio of the 10 h.p. is unusually low, and a top gear of 4.5 and a bottom of 18.1 should give the car a very commendable and certain all round performance. The foot brake operates behind the gear-box and the hand brake on the rear wheels. The springs are semi-elliptics all round.

Like many other cars, the Swift cars for 1922 now have an all-weather equipment, which in this case enables the open touring car to be converted into a totally enclosed car in one minute. Also the Swift all-weather equipment shares with one or two other cars the distinction of having side curtains that can be used without the hood, and one of the side curtains can also be used as a screen to protect the occupants of the rear seat.

HAMPTON, Stroud. Stand 180. THE 11.9 class of car is, we should say at a guess, the most widely represented at the Show, and a really typical member of the class is the Hampton, not altogether a new model to the industry, but not more than a year old in its present form. Its specification is on conventional lines, comprising a 69mm. by 120mm. engine, a three-speed gear-box with right-hand control, the luxury of spiral bevel for its final drive, and Sankey steel wheels for 710mm. by 90mm. tyres. The models exhibited comprise a coupé, a four-seater, a new sports two-seater, and a saloon limousine selling at £650.

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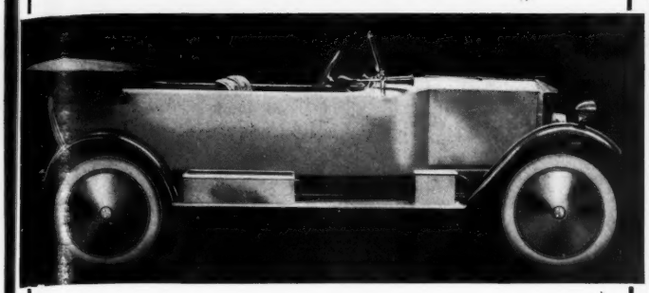
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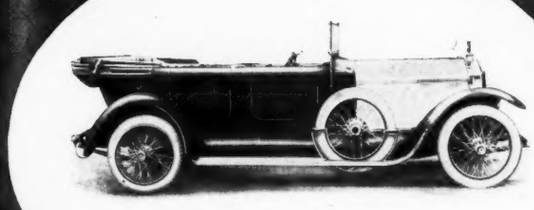


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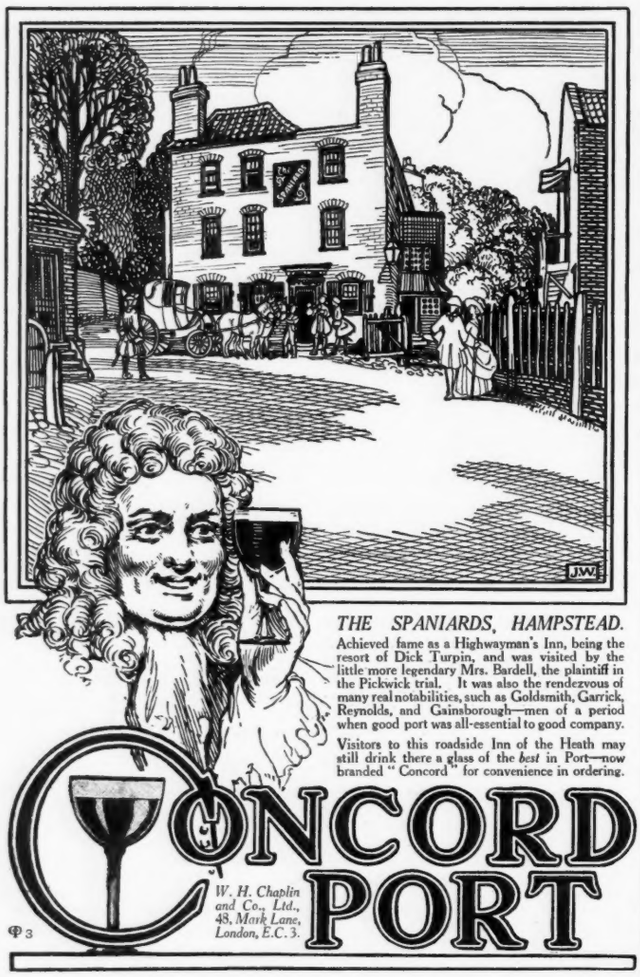


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P863

CLEARING WEED-LOGGED WATERWAYS

THE high cost of labour is far-reaching in its influence, and makes itself apparent in all sorts of unexpected ways. It affects strictly utilitarian operations and also those which from some points of view are hardly necessary. There is, moreover, a difference in its effect in essential and inessential matters. For one thing, where on the one hand essential operations are carried out, and the money found for them somehow, the inessential are apt to be allowed to lapse altogether. There is an especial reason, too, why the less essential things have become of themselves more expensive than the others. During the war it was necessary to drop the manufacture of all kinds of tools and equipment which were not absolutely essential. As time went on those that were in existence became worn out, with the result that, at the present time, there is a distinct shortage of them, and in consequence, according to the ordinary rule of supply and demand, those which are available are correspondingly more expensive. Thus the cumulative effect of high prices is more noticeable in connection with the non-essentials.

One example of the latter class occurs to mind in connection with the clearing of weed-logged waterways. In pre-war days these were generally cut and the waters cleaned by hand labour. The farm labourers about the estate were generally employed on work of this kind in order to fill up time which would otherwise be unoccupied. At present wage rates most estates are understaffed to such an extent that none of this occasional labour is available, and the result is that lilies, rushes, weeds and similar plants are becoming a source of disfigurement and annoyance in lakes and ornamental waters, while their growth and the consequent prevention of the proper flow of water in canals and rivers seriously affects drainage and navigation.

The most efficient and permanent method of getting rid of this unwelcome growth is fairly well known. If the plants are

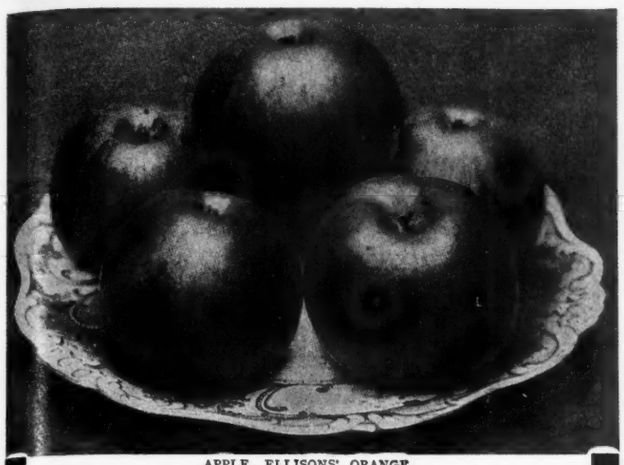


CUTTING WATERWEED WITH THE SAUNDERSON APPARATUS.

cut frequently just before they reach the surface, so that the leaves may never breathe, they will become so weakened that they will gradually die out. This is, however, an expensive operation by old-fashioned means, and in a good many cases it is being neglected. The landowner's salvation in this, as in a good many other of his activities, will be found by way of the adoption of machinery.

The problem had already had attention before the war and the Saunderson Tractor and Implement Company of Bedford were, in fact, manufacturing machinery for this purpose. During the war, of course, all their energies were turned to the manufacture of the well known Saunderson Tractor, and naturally other comparatively non-essential lines had to be dropped. They have of late, however, been making preparations to recommence the manufacture of this class of goods, with which, in the meantime, they have been experimenting with a view to improvement. The implement employed consists of sharpened steel sections riveted to a spring steel back, the section having a scalloped edge similar to that of the familiar bread knife. These sections lie at an angle with one another and are so arranged on the end of a long pole that when the latter is lowered to the water, the knives take up a horizontal position. The implement is then given a reciprocating motion in a horizontal direction under the water and at the same time towed along. These knives, it is found, will cut through the toughest weeds, even the shiny green duck weed, which is invariably the most troublesome of those which are encountered. After being severed the weeds usually rise to the top of the water, when wind or current carries them to one side or the other, where they may be collected and removed.

The knife may be either hand or power-driven. In the case of the hand driven apparatus a man is required to turn a handle similar to that of a winch. He thus revolves a drum to which is fixed a crank, whence a coupling rod runs to the pole to which the knives are secured. In the power-driven machine a similar winch is driven by a small petrol or paraffin engine. CULTOR.



APPLE, ELLISONS' ORANGE.

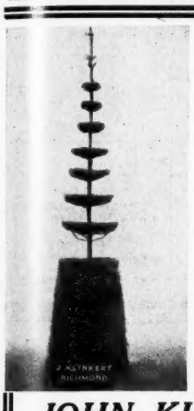
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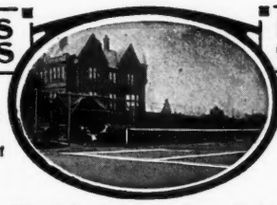


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SLIM and severely simple *ligne* has emerged from the chaos of many new modes, as the choice *par excellence* for street wear. The best Parisiennes are all adamant on that point, and the skill they display in the creation of gowns that, while expressing the epitome of simplicity, are yet the very cleverest works of art defies description. Each model reveals, on close investigation, some unexpected surprise—perchance in the guise of a pouched back, sleeves cut in one with back or front, a cunningly concealed entrance, or a coat-frock that by the simple expedient of removing a high fur collar is immediately converted into a "little" house dress.

After this *genre* is the elegance here illustrated, a design exclusive to and executed by Péron, whose London *salon* is at 184, Regent Street, W. It is built of black crêpe Marocain—almost one is beginning to ask, What is not fashioned of that favoured fabric?—trimmed with grey opossum of a peculiarly light tone and delicate quality. As there is no visible entrance, the impression conveyed is that it is melted and poured on to the figure, since the line of black leather buttons, each one centred by a point of steel, clearly offers no assistance. So it is only on the removal of that high fur collar that there stands revealed the *batteau* or shoulder-to-shoulder *décolletage*, where an invisible entrance is effected; a further surprise occurring in the graceful pouched back, which comes right away with the black leather steel studded belt. The whole model, indeed, is replete with ingenious sartorialism and striking individualism. It is worn with a black toque of equally distinctive character, in the front of which there is introduced the one note of colour relief in a splash of dull red.

For another of these *chic* coat-frocks there is requisitioned a fancy striped very dark blue French velours, as soft to the touch as velvet, lightly and artistically adorned with black ponyskin, a long pendant end of black satin hanging down one side, weighted by a porcelain bead *motif* carried out in pale Egyptian colours. Coats and skirts, again, in these *salons*, are characterised by a marked originality, the cutest little *gilets* playing an important part where these are concerned. In the case of a gentleman's brown suiting, the shapely coat opened over a waistcoat of *lamé* in a jazz design of many colours, this a component part of a black Georgette blouse, the long wide sleeves of which were slit up the back from the wrist to a short distance below the shoulders.

On the score of evening toilette alone, a visit to Péron will be well repaid. With a gorgeous orange embroidered and fringed Spanish shawl gracefully flung across her shoulders, a *mannequin* emerged in the simplest chemise gown of peacock blue Georgette over a petticoat of gold lace, the soft folds of the transparency held to the figure by a folded orange silk sash, from which hung long cable ends of gold galon: another dream of a dress being effected in aluminium tissue, the skirt gathered on the hips and surmounted by a tight little long-waist bodice with *bébé pouf* sleeves, the sole decorative note supplied in a bold lover's-knot of flame-coloured velvet posed at the waist.

The celerity with which those happily possessed of them leapt into fur *manteaux* at the first snap of cold spoke volumes as to the *vogue* these wraps are to have, notwithstanding the keen rivalry of fur-trimmed coats. The smartest and most attractive of the all-fur models are more cloaks than coats, and there is a frank acceptance of anything sable dyed. In some, the backs are to be seen slightly overhanging at the waist, again falling straight and cloakwise there, the fronts resolving into more of a coat, while the mode for mingling furs appears to be dying.

A wrap of real chinchilla seen, that must have cost a small fortune, had the long upper part arranged with the skins worked in perpendicular lines, the added lower half running horizontally, the magnificent collar being either muffled about the throat or flung back over the shoulders to form a cape. It was all very regal and gorgeous. But the prohibitive price of chinchilla, due to the shortage of skins, places this pelt out of the reach of all save the few, although there are several very creditable plagiarisms that are capable of deceiving even the expert eye under artificial light. And there is no more useful or effective evening wrap than one of grey fur, which goes with everything, and is less sombre than mole, that last season held the situation.

Sitting in the lounge of a representative hotel the other afternoon, where *thés dansants* are a feature, I could not help remarking on the ugly, draggled appearance of the long pointed panels, many of which touched the ground, on the soft frocks worn beneath long fur wraps, while at the same time admiring the skill with which the wearers managed to kick them out of the way. Also, I was much impressed by the unanimous wear of pale *moiré* silk stockings and black shoes, the latter either of black satin tied high up the legs with satin ribbons, or else black patent fancy sandals. The majority of the dresses worn, too, were black Georgette or the ubiquitous Marocain, and it was really something of a relief to see a delicate biscuit Georgette, with wide hanging sleeves of black satin and a quaint halter collar of Georgette, that fell almost to the waist in front; another *vraie élégante*, on slipping off her fur, revealed a frock of fuchsia red velvet that had wide sleeves of Georgette in tone, the modest round *décolletage*, as now decreed, being left quite plain and hard.

The very low *décolletage* is becoming quite a rare sight even with evening dress, these now taking either a straight line across from shoulder to shoulder, or else being carried to below the bend of the shoulder, above which appear *bretelles* of galon, *diamanté* flowers or ribbons, kept quite narrow.

L. M. M.



A COAT-FROCK WHICH IS ALSO A "LITTLE" HOUSE DRESS.

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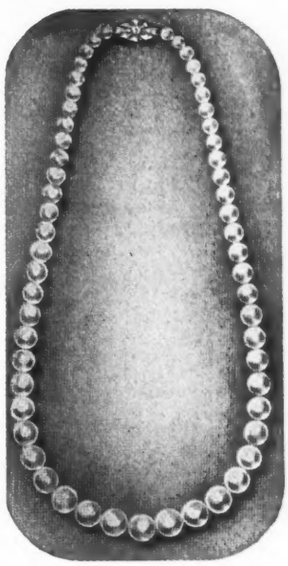
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"I DIDN'T KNOW"

IN spite of Bret Harte there is a sadder phrase than "it might have been" or even "it is but hadn't ought to be"—"I didn't know!" It is as full of regret as "it might have been," with the additional pang of the certainty of having missed something. This, that or the other lovely thing actually could have been seen, heard, felt, done—it was there waiting for us, almost seeming to want us to turn to it; and we "didn't know." In the majority of cases there is a note of irritation in the self-excusing wail, a sound of "*Why* didn't I know," which adds to its poignancy. After all it is one's own business to take care of one's own business, to look before one leaps, not to buy pigs in pokes when pigs, fully exposed to public scrutiny, are for sale just round the corner, to make quite sure that one has seen all the flowers in the garden before making a choice. Most particularly is this the case in buying, and above all in buying furnishings which, quite apart from questions of cost, could not very well be constantly changed without imparting a peculiar instability to the home life of which they should be the background. It would add a new restlessness to life if one never knew what chairs and tables and bookcases and so on might not have disappeared during the day, their places taken by strangers, possibly desirable, but strangers still, yet it would be far worse if this fluid quality included chair covers, curtains and those other articles of what might be called "stuff," which make all the difference to the look and the comfort of a room and have actually to be fashioned for their set purpose. This makes it all the sadder that so many people rush into a shop without any particular care as to what its reputation for furnishing "stuffs" is and, from whatever is shown to them, make the best choice they can, with, perhaps, a regretful sigh for the stupidity of shops and manufacturers. "I didn't know," they say sadly and crossly when someone tells them, for instance, that a postcard sent to Messrs. J. J. Allen of The Quadrant, Bournemouth, would have brought them patterns of the best of all and every kind of material for the completion of the house. Here cretonnes, Cumberland prints, chintzes and fadeless Durobelle fabrics in all sorts of lovely shades and dainty designs offer themselves for choice when loose covers are in question. Among them is a quite new cretonne with a background in large squares of either gold and brown, blue and grey, yellow and blue or green and blue, which has its squares limned in with a narrow black line and carries a great posy as its design. As the colour of the flowers and their vase include a most beautiful golden yellow, red, green, white, grey and others it can be seen that this design on its various backgrounds will fit in to many different colour schemes and it is calculated to stand the hardest wear, but it is only one of very many. No one whose lovely mauves and pinks and blues have faded in the hot sunshine, which this year has applied a searching test to coloured fabrics, is deserving of anyone's sympathy, for if they didn't know that Durobelle fabrics stay the same colour all their long lives, calmly glowing on through sunshine and sea air, they should have. It must be their own fault if they "didn't know," because Durobelle fabrics have been talked of and written about often enough in terms which ought to have attracted everyone's attention. For long curtains Messrs. J. J. Allen will send patterns of a range of splendid fadeless chenilles, in blue, green-brown, pink and many other colours, 50ins. wide, and at 18s. 9d. a yard, ridiculously cheap, because chenille has the advantage of being a two-sided material and there is no lining to buy for them. Or again, what a pity to make a choice without seeing all those lovely striped Durobelle fabrics in which artificial silk is used with such excellent effect, and the combinations of colour are too many and too delicately lovely for a mere pen and ink description to be fair to them. *Modina* too should be seen; a 50in. material in which a blue chenille pattern on a silver ground—or a gold ground or a grey or red or green one, or a pattern of blue chenille on a gold ground—has an extraordinarily rich effect, and this again is reversible. Then there is *Modina* in its most complete expression, where several colours, mauve, blue and gold and so on take up different details of the pattern limned in in black chenille—a magnificent material. And when these patterns have been sent for and seen, "*I didn't know* about that, or that—better colour or design or fabric"—will be a phrase which the would-be purchaser will never be able to use again. On application J. J. Allen, Limited, The Quadrant, Bournemouth, will send a full range of patterns post free.



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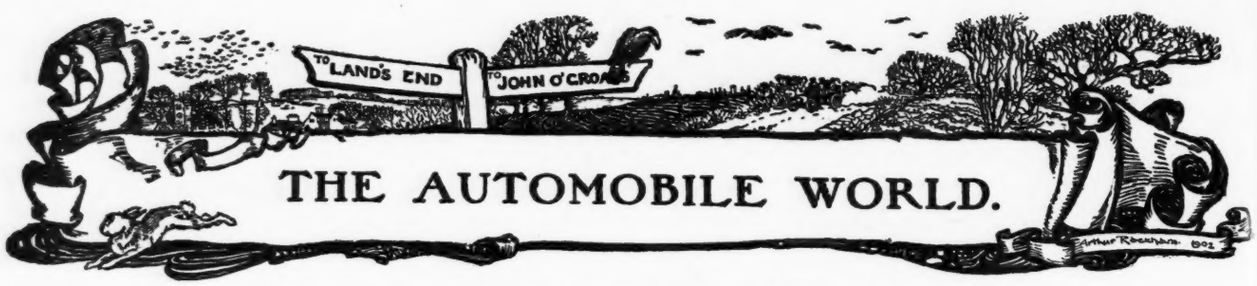
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19-21 Queen Victoria St., London, E.C. 4, & Essex Works, Birmingham



MY LADY'S CAR *DE LUXE*

THE makers of the 1922 cars have evidently realised the enormous importance of securing feminine appreciation for their goods. They know that it is no longer sufficient to provide a powerful, silky running, reliable engine for the mechanically minded male owner. Mrs. Motorist must also be considered, and she, though rating a good engine at its proper value, insists on a body that shall match the "inside works" in perfection of finish and detail.

Modern coachwork shows a greater advance from last year's methods than most of us dared to expect. At last, it seems, the vigorous protests of women owner-drivers, and the more subdued wails of fair passengers, are beginning to bear fruit. We have always found one great objection to motoring which, to our minds, has prevented it from becoming an ideal method of transport—viz., discomfort. And the elimination of this objection seems to have been the foremost aim and object in designing next year's models.

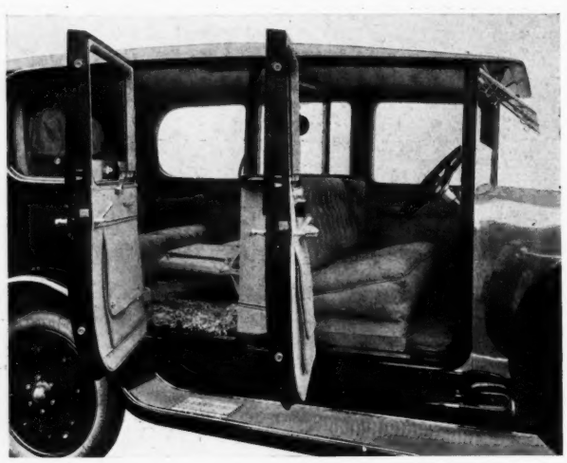
Considering first the general lines of the new cars, we are given a high degree of comfort, combined with charm. And what woman among us could find lasting satisfaction in a car, however comfortable, that did not please her eye! Some of the latest models, however, are eminently desirable from an artistic point of view alone. They adopt modern practice in that the body follows the bonnet design, so that the car is now a graceful, clean lined, wedge-shaped object, instead of a big box with a little box in front of it—as it might be a bloated bluebottle with a buzzing head. The newer shape makes for comfort because it gives a wider back seat. This should prevent the terrible destruction of satins and laces that results from packing three women into a space that is only large enough for two. Perhaps the male designer has realised that fragile garments *can* be ruined by crushing, in spite of the workmanlike leather or fur lined coat that hides them—and that tempers are ruined by the same process.

Among all-weather touring bodies, the J. C. Clark and the Eclipse are representative of this streamline design. There is plenty of space, also, between the front and back seats, so that one can lie back at one's ease, without hunching up one's knees. In the saloon and limousine class extra wide doors and roofs at a sensible height—though not high enough to make the car top-heavy—are calculated to spare plumed hats and other frail weapons of beauty.

Seating has been studied from a thoroughly practical point of view. The pronounced backward tilt now usually seen invites to a delightful, semi-reclining posture. And no longer shall we have to grope wildly for the distant control pedals, from a driver's seat that was obviously built for a 6ft. man. Many up-to-date models have achieved a sliding driver's seat, that boon for which all women drivers long. It is a fitment that should be more commonly seen in future. Already I notice that the front passenger's seat is, in many cases, capable of being folded flat, to give easy access to the rear of a car with only one door. This is a method that is open to objections—the feminine passenger would prefer to remain undisturbed—but it is a step in the right direction. The fact that the back of each seat is adjustable to any desired angle, in such fine closed bodies as those built by Messrs. Barker and Co., makes me hope that this practice also may become general. The extra expense involved is surely quite negligible compared with the gain in comfort, and even in health. Delicate women will not fight shy of the longest road journey when they find that they can alter their position as soon as backache begins to make itself felt.



The summit of luxury is attained in modern motor-car upholstery, as is witnessed by this specimen of Barker's workmanship.



A LUXURIOUS INTERIOR MOUNTED ON AN ARMSTRONG-SIDDELEY CHASSIS BY THE CONNAUGHT MOTOR CAR CO.

Arm rests and elbow pieces are a feature of the newest limousines and coupés. These are made to fold back into the upholstery when not required. Only a woman can gauge the value of these arm rests when she is being importuned for a lift by an undesired acquaintance. Like a first-class railway "smoker," such a car has a strictly defined seating capacity—when the occupants so desire!

Dicky seats are no longer precarious perches in mid-air, to which the unlucky extra passenger clings and hopes for the best. Ladies who try the dicky seat on the De Dion Bouton coupé or the new Cluley 10 h.p. will find the experience surprisingly pleasant. The modern dicky seats two passengers, which is especially useful when carrying a child, who can be accompanied by a maid, or other adult, instead of being left alone to his own devices. When not in use, it folds neatly away into the back locker. On opening out the comfortably padded back and arm rests, the seat itself remains sunk below the level of the surrounding coachwork, so the better shelter is obtainable. Windscreens have not yet spread to the dicky seat, but this addition will surely come.

Protection, in the touring car with a collapsible top, is a most important item from the feminine standpoint. The term "all-weather" for this type is now no misnomer. Hitherto, the woman driver who was caught in a storm when on the road alone nearly always preferred to



THE ECLIPSE ALL-WEATHER BODY BY MESSRS. W. H. ARNOLD AND CO.

DAIMLER VALUE STILL PRE-EMINENT

AN OUTSTANDING FEATURE of the Press Reviews of the exhibits at Olympia was the unanimity of the experts in basing the STANDARD OF VALUE on Daimler chassis and complete car prices

To those who were unable to attend Olympia, an Illustrated Catalogue of Daimler Carriages will be forwarded on application.

Chassis Types and Prices:

DAIMLER "SPECIAL"
45 h.p. - 6 cylinders
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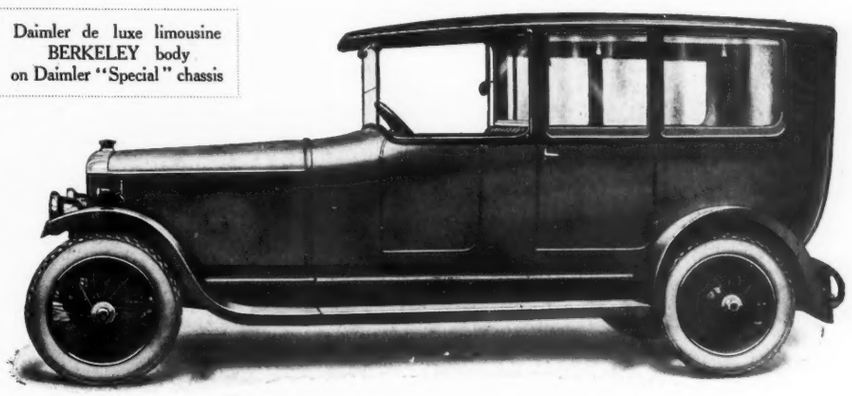
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£1000

"LIGHT THIRTY"
30 h.p. - 6 cylinders
£900

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20 h.p. - 4 cylinders
£700

The Daimler Co., Ltd.
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Daimler de luxe limousine
BERKELEY body
on Daimler "Special" chassis



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CAPT. A. FRASER-NASH. G. N. Light Car (Winner 1,100 c.c. Class).

MONS. ANDRE LOMBARD. Salmson "Ten" (Second Place).

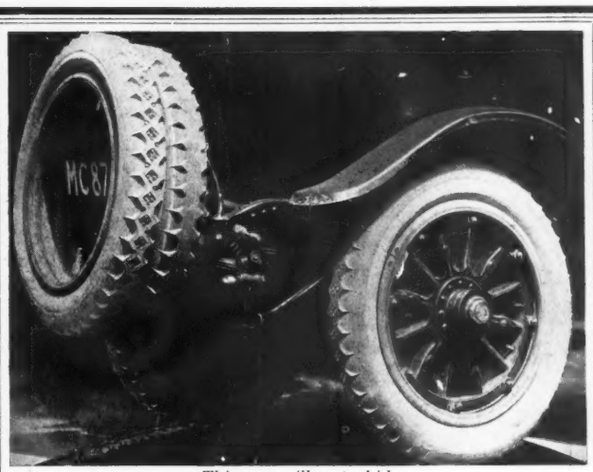
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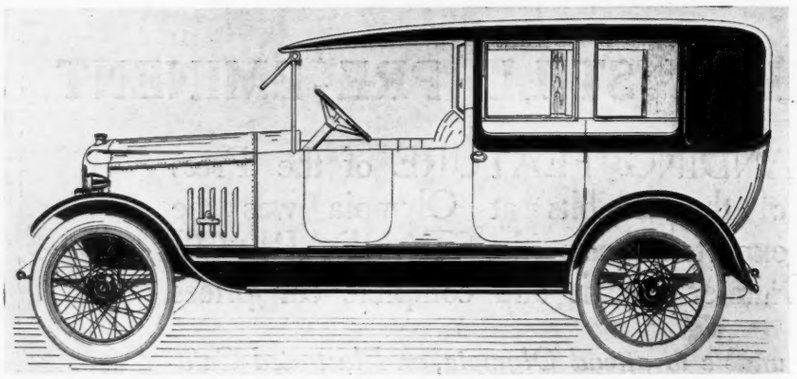
The Beldam Tyre Co. (1920), Ltd.
Brentford, Middlesex.
Telephone: Ealing 125.

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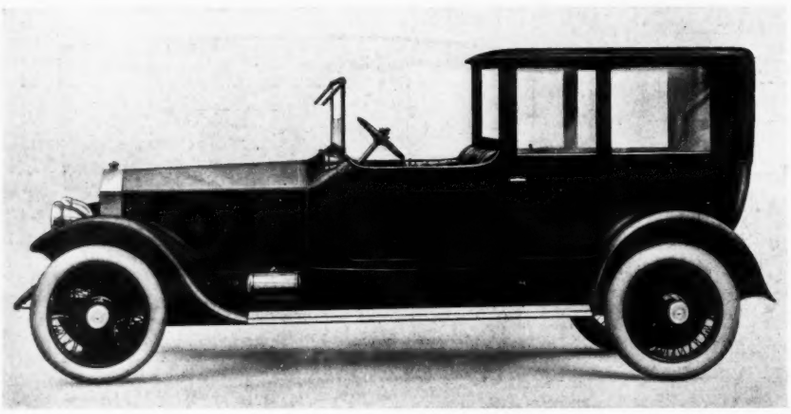
Stamford Hill, N. 16. 28th Oct. 1921.

"I purchased a 'Beldam' 815×120 in March of this year. It has run 9,000 miles in eight months on a 'Hupmobile' car that I use in connection with my business and has never been punctured and is still 'going strong.' It has never been taken off the rim it was first fitted to and no cover has ever had a worse hiding than this 'Beldam.'"

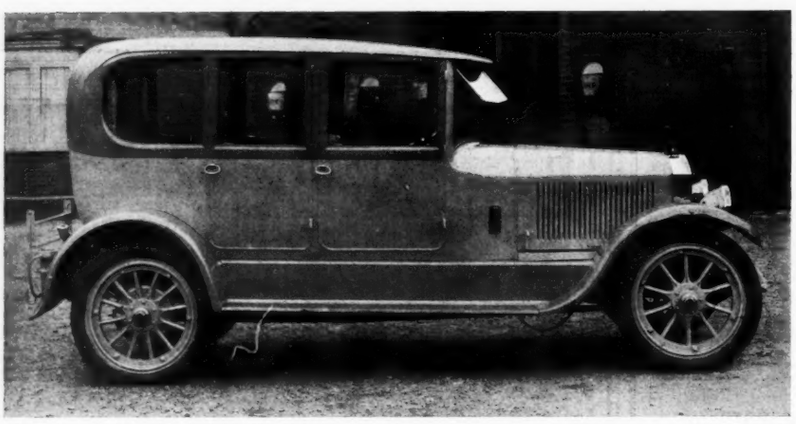
J.L.



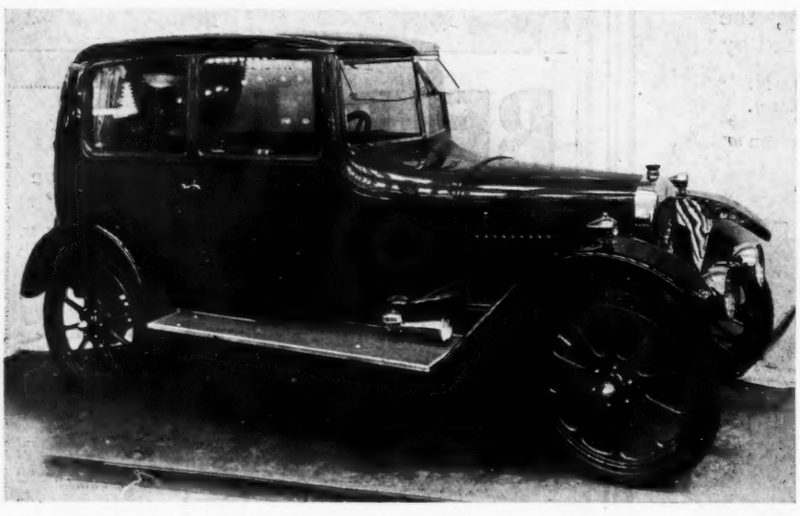
THE MULLINER LIMOUSINE ON A VAUXHALL CHASSIS.



A DISTINCTLY CONTINENTAL NOTE IS STRUCK IN THIS HOOPER BODY.



A FINE SALOON BODY ON A STANLEY STEAM CHASSIS.



THE CAPABILITIES OF A HIGH CLASS SMALL CAR AND THE COMFORT IT CAN OFFER ARE WELL ILLUSTRATED BY THIS 10 H.P. ENFIELD ALLDAY SALOON.

drive on to the nearest shelter rather than stop and grapple with the hood. "One-man hoods" were certainly not one-woman hoods, and they were a handful for two.

The "Gwynne" collapsible top has solved this difficulty, apparently. It is made of drawn steel tubes, which are extremely light, compared to woodwork. It can be raised or lowered with the greatest ease while the car is actually in motion. It is so constructed that rattles and squeakings are eliminated—think how many headaches that should save us!—and it can be folded back into a groove, so that the lines of the car are not spoilt.

Really effective windscreens are essential, and the feminine back seat passengers in a touring car object most strongly to sitting in a violent gale, while the driver goes scot free. Yet this used to be the commonest state of affairs. Now, however, a movable screen with side wings has become a standard back seat fitting on the best makes. There will be no excuse for straying locks and wind-roughened complexions in 1922.

Side screens for the near side of the driver's seat are another innovation. The "Walliscreen" is a typical example which can be fitted to any ordinary windscreen. It is fixed at the right angle to intercept the piercing draught that usually freezes the off side of the driver's face.

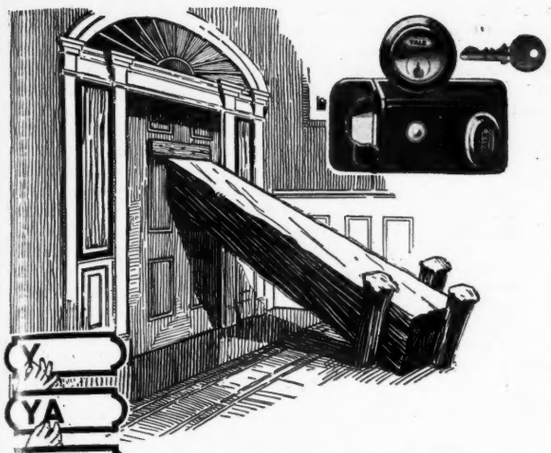
Under the protective heading also come windows, which, on touring cars, are now frequently made of glass, superseding the old talc side screens. These windows are frameless and made to slide down into the sides when not required. In some cases they are raised and lowered by a cunning mechanism, the Rawlings Patent, which automatically cures them of any tendency to an irritating rattle. This refinement is one for which owners of many-windowed mansions often long in vain on windy nights.

Incidentally, the windows of the closed town car are being made much larger and increased in number, so that the passenger can see and be seen—the latter by no means unimportant to a society woman—as and when she pleases. Some examples are even slightly convex in shape, giving a field of view that is equal to that from any touring car. A trip abroad in such a vehicle is sightseeing made easy.

The upholstery and paintwork of my lady's car are like a beautiful hat to a smart costume—the crown and glory of the whole. Here her taste and individuality can have full sway—and certainly some of the new colour schemes are worthy of a woman's inspiration. Simplicity is the keynote, and quiet, rich colours predominate. Leather cushions and squabbing in palest grey or brown or deep Nile blue, grained in crocodile effect, are designed for hard wear as well as beauty. Cedar, oak and other decorative woods are used for the inside fittings.

The outside paintwork aims at a self-coloured effect, unbroken by gold lining and suchlike fripperies. Where the bonnet is of silvery aluminium (and this kind of bonnet is, and always has been, irresistible to the sportswoman) the body into which it merges is of silver grey also, with upholstery of blue or deep green to give a note of contrast. Where the society butterfly has the casting vote the scheme may be all cream, of a snowy purity that can only be maintained by constant cleaning. When the fittings are of brass the upholstery is of a rich tan or russet striped material—and it is thicker and more "springy" than it ever was before.

Throughout, a dainty and distinctive note appeals to the lover of beauty. It is no longer possible to recognise my lady's car as the clumsy monster of former days. Instead, we have a queen of the



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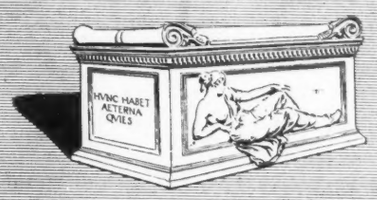
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Marcus Aurelius on Insurance

Preparedness

Thus wrote Marcus Aurelius almost 2,000 years ago:—

"Since it is possible that thou mayest depart from life this very moment, regulate every act and thought accordingly."

The advice of the philosopher is as sound to-day as it was then. A business man falls ill, a factory burns down, a motor car collides with a tram, old age comes to all—unless death comes before.

Fearing these things, or brooding over them, will not protect any of us. All that one can do is to make such provision against them as is best humanly possible.

Insurance against the unexpected is the chief comforter.

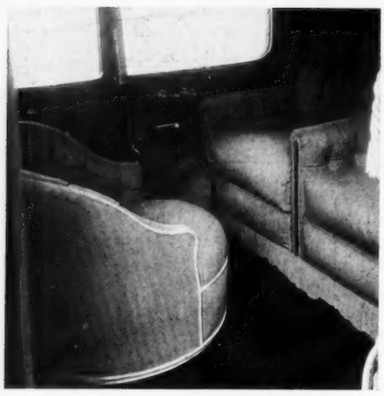
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THE ELEGANT INTERIOR OF THE DAIMLER-BERKELEY LIMOUSINE.

roads, vieing with the white winged yacht in grace, while infinitely surpassing her in speed. SYLVIA STEVENSON.

An Imposing New Showroom.

A MOTOR car showroom of remarkable magnificence has recently been opened in Piccadilly at the corner of Arlington Street. It is the London home of Wolseley Motors, Limited, of Birmingham, and it is in full keeping with the reputation of the cars it has to house and with the prestige of the manufacturers.

To the design of Mr. W. Curtis Green, the building is of six storeys, although it is hardly probable that all these will be devoted to the display or handling of Wolseley cars. The ground floor, which is the showroom proper, has walls of polished Portland stone, and on the left of the entrance there is a glass-enclosed alcove decorated with elegant Japanese Painted panels. The floor is laid with white and black marble, and the ceiling contains nine domes supported by Doric columns finished in red Japanese lacquer. The impressive, but withal decorative, architectural style of the building and the imposing lines of the cars that it houses will surely make the Wolseley showrooms one of the show commercial places of London. The new building does not replace the Wolseley Depôt in York Street, Westminster, S.W., although much of the business that has hitherto been transacted in Westminster will naturally be transferred to Piccadilly.

Motoring Barometer Rising.

THE Automobile Association, with its membership of over 160,000, is a reliable barometer of the state of the motoring industry. It is interesting to note, therefore, that the number of car-owners joining the A.A. since May 1st last (the commencement of the touring season) shows an increase of 24 per cent. compared with 1920. That more use is being made of cars and motor cycles is indicated by the touring records of the A.A. Applications for home routes have increased by 64 per cent. over last year, while the number of triptyques issued to members going abroad has risen by 22 per cent.

Also business done at the Motor Show seems to have exceeded the most sanguine expectations and allowing for a certain amount of optimistic colouring, next year's prosperity seems assured to the great majority of exhibitors. And it is significant that orders at the Show were very evenly distributed among all kinds of sizes of cars. Makers of the most expensive and luxurious vehicles may not have disposed of the whole of their next year's output, but many of them booked a very satisfactory number of orders, and "genuine enquiries" were numerous. In this class of car it is interesting that the concessionnaires for the Stanley Steamer, a car quite in a class of its own, report real contentment with the Show.

Among medium-powered cars the Ruston Hornsby was a good seller, and there were continual crowds round the new 14 h.p. Sunbeam, which seem to promise a warm welcome for the car when it becomes available to the public. Of the small cars rumour has it that Morris Motors, Jowett Cars and Belsize Motors have disposed of the whole of the 1922 output, in the latter instance the successful model being the new 9 h.p. oil-cooled Bradshaw model—one of the chief centres of interest throughout the whole Show. Those makers who are sticking to small cars or who have introduced new models of this class have every reason to feel content with their enterprise, for the time being.

THE MOTOR CYCLE SHOW.

ON November 28th the doors of Olympia will open on another motor show, this time the Cycle and Motor Cycle Show, which closes on December 2nd. Besides pedal cycles and motor cycles, there will be shown all the light three-wheeled cars, only four-wheeled vehicles being admitted to the Motor Show proper.

ITEMS.

A London Depot.—The well known agents Messrs. Rootes of Maidstone, have recently opened London Showrooms at 9, Long Acre. Rootes have always been regarded as one of the most progressive provincial firms of motor agents, and their handling of Austin and Rolls-Royce cars should be even further improved by this acquisiton of London premises.

The Stanley STEAM CAR

AN INVITATION

Before you purchase your next car we invite you to come along and see the STANLEY STEAM CAR. Bring with you all your doubts and prejudices and let us take you for a trial run. YOU can make the conditions and choose the tests—drive the car if you like.

Then compare the Stanley performance under all conditions and tests with that of the finest petrol car of which you have knowledge.

Particularly compare—or rather contrast:

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4d. TINS. The BOOT POLISH that gives new life to old suede shoes. 6d. TINS.

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Built of stout, seasoned timber, the walls are lined with Asbestos Cement Sheeting. There are many houses of similar type in the country which are centuries old, standing to testify the permanent nature of such buildings.

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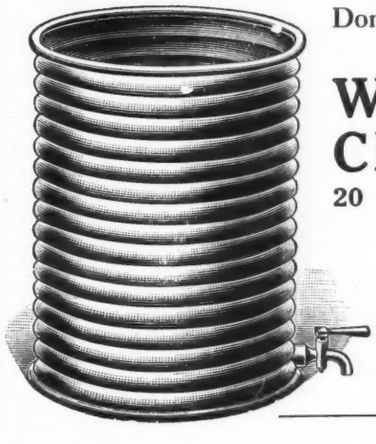
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OUTFIT FOR A SWISS HOLIDAY

THE SMART NORWEGIAN JUMPER—EVENING DRESS AN IMPORTANT ASSET.

SAVING up for a Swiss holiday has of late years become a veritable obsession, and small wonder, for it is practically a sure thing in the cause of health and enjoyment, always provided, of course, that the right places are selected where there is never any doubt as to the weather. It looks rather, also, as though we were likely to have a small Switzerland of our own in this country, a possibility that further enhances the attractions and importance of what to wear for the joyous tobogganning and bob sleighing—two quite possible sports in certain districts here—and skating.

But a regulation Swiss outfit includes many necessary garments other than those specifically destined for sport; and with regard to the latter the experts have nowadays very pronounced views. They are strictly averse to anything in the least degree fanciful, selecting short rough tweed skirts and bloomers, and high necked, long sleeved wool jumpers, these buttoning on one shoulder so that they can be easily slipped off, as is frequently necessary, when the sun is at its height, a blouse being worn beneath. At least two of these rough skirts should be taken, together with three or four jumpers, the latter requiring some time to dry thoroughly, which applies equally to wool stockings and gloves.

It is entirely a matter of taste, and a question that makes for much heated argument is whether for mountain sports of every description it is better to wear puttees or wool stockings supplemented by socks, the tops of which are turned down over the boots. My personal preference is for the puttees, also for a leather cap, such as a flying helmet. Of course, dress is largely influenced by the efficiency of the wearer. An expert ski-er, for example, whose falls are few and far between and who keeps going all the time, may safely exploit a Balaclava wool helmet, which is lighter in weight and yet sufficiently warm; whereas the tyro, who has necessarily to face many tumbles, is better equipped with leather headgear. Although something of a side issue, I should like to say a particular word for permanent hair waving for a Swiss sports holiday. The comfort this is to those owning lank locks is untold, since nothing is more unbecoming than wet, straight hair, and the wetter permanently waved is the better.

Our artist has obviously an expert ski-er in mind for the attire suggested in adjoined picture, the cap and jumper being of grey wool, and the skirt of blue, grey and yellow check tweed. Grey ribbed wool stockings, blue socks and gloves would complete an effective *ensemble*. Very popular, too, are Norwegian jumpers, gay things of many colours, and for skating whole dresses are being made of the same woven wool. There is no mistaking them; they are quite distinctive in colour and design.

Shetland wool promises to play an important part once again, both in the cause of jumpers and dresses. On returning from a long day's sport it is the most refreshing and restful thing in the world to slip out of one's wet outdoor garments and into a dry, light Shetland wool frock for tea. The very prettiest models are being shown in jade green, pale mauve, blue and rose pink, all-in-one affairs, the *décolletage* cut from shoulder to shoulder and waist held in by some attractive girdle.

Simply ideal, too, for evening wear are undergarments fashioned out of Shetland shawls in the guise of cami-knickers, Princess petticoats and the like, these, with all the appearance of filmy lace, providing a welcome modicum of warmth.

Evening dress comes only second in importance to sports wear, as every night there is dancing for those who love it; and with so much absolutely necessary heavy baggage, it is fortunate evening frocks are or can be as flimsy as we like, although a full gathered taffetas skirt can be drawn down into slim proportions for a dress trunk, while a charmeuse slip that may be worn under different transparent or beaded tunics and over-dresses is a suggestion well worth considering.

A black dance dress, as goes without saying, is the perfect standby possession, and never within recollection have so many black gowns been seen as is the case this year. In a large assembly it is quite easy to count the coloured frocks worn, which is a fact to be deplored, as such a mass of black is distinctly depressing, the only saving clause being the infinite variety of styles and materials, the latter ranging from chiffon velvet and *crêpe Marocain* to tulle, and the styles from a studied simplicity, usually expressed in clinging draperies and a hard, flat, long waist corsage, to the fluffiest of fancies.

Some of the best successes of the season are the coloured velvet dance dresses, one whereof might fitly be included in a Swiss outfit. There is a peculiarly lovely shade of yellow, rather a dirty tone of canary. It does not sound attractive—does it?—but it is, and a *nuance*, moreover, that scarcely changes under artificial light—anyway, in chiffon velvet, which has a sheen on it. A gown fashioned of this yellow boasted a perfectly plain, hard sleeveless bodice and a gathered skirt, to which a wonderful shapeliness was imparted by several rows of piped gaugings arranged to take a curve over either hip and obviously supported there by *baleine*; and the sole decorative relief to this study in simplicity was supplied in a single long-stemmed tulip, pinned on one side of the corsage, the bloom standing almost level with the shoulder.

To return to our text. It is quite useless to take an elaborate ephemeral evening wrap to Switzerland, as that is wholly unfitted to combat the cold after the sun has gone down; and, also, evening amusements usually mean walking between one hotel and another. So, failing an all-fur wrap, which is best, a warmly lined fur trimmed French velours coat should be obtained, preferably one with cape-like sleeves drawn in at the wrists, though furs, other than for these short evening rambles, it is wiser to avoid, substituting warm, wide woolly scarves, in which there is a choice that is veritably bewildering, the more expensive and covetable so soft they can be drawn through the fingers of one hand; while yet another wise provision is a padded silk dressing-gown and fleece lined bootikins for bed and bath room use. Tea-gowns are as much taboo as the smart evening *manteau*, consequently a Swiss trousseau practically resolves itself into sports dress and evening frocks, with, of course, the inevitable fancy costume thrown in as make-weight. L. M. M.



FOR WINTER SPORTS.
A practical suggestion carried out in grey wool and grey blue and yellow check tweed.

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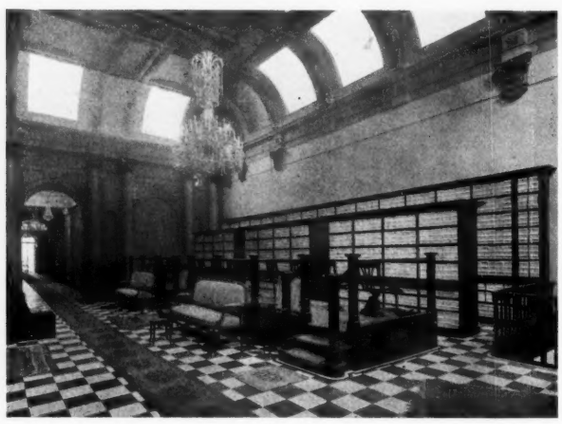
USEFUL TO KNOW

THE ENGLISHWOMAN EXHIBITION.

DURING the week, that is, from November 9th to the 19th, the Englishwoman Exhibition of Art and Handicrafts has been drawing crowds of interested visitors to the Central Hall, Westminster. This, the eleventh exhibition, was declared open by the Viscountess Rhondda, and is equal to, if it has not excelled, any of its predecessors. The delightful woven materials for all sorts of purposes exhibited, among others, by the Barclay Workshop for Blind Women, the stained glass, miniatures, jewellery, water-colours, lace, are all excellent, but a mere list in no wise could convey the delightful variety and the artistic interest of the goods exhibited. As a happy hunting ground for Christmas gifts, as Lady Rhondda remarked, no place could be better.

SHOES THAT NEED NO "BREAKING IN."

Our illustration shows a corner of the showroom of Messrs. Baber, Limited, 309, Regent Street, W., which has recently been opened, and is the last word in what a showroom should be. Messrs. Baber are, of course, well known for their method of fitting shoes for the customer, "heel to ball," not "heel to toe." By this method the ball of the foot is gripped and the arch supported, while the toes are



A CORNER OF MESSRS. BABER'S SHOWROOMS.

free, the foot and shoe can move together, and Baber shoes never require breaking in. An X-ray machine which is installed at their showroom is the latest device by which the customer may be assured of a perfect fit.

FOR SPORTSMEN AND SPORTSWOMEN.

Golfers, those most painstaking of sportsmen, will be interested to hear that Messrs. R. Paget and Son, Limited, at their new branch at 169, Piccadilly, W., have made arrangements by which golfers can practise both correct stance and driving under the supervision of a professional. A lofty room under the ground floor has been arranged for the purpose, the ball being driven with full force into a net. There is also a small putting green available. Here, too, the En-Tout-Cas Company, celebrated for their hard lawn tennis courts, have an office where all enquiries are answered and demonstrations given. The En-Tout-Cas are, of course, the recognised courts for championship tournaments, but in spite of this the company's work is so constantly in demand that they are able to keep the cost of construction amazingly low.

THE APPEAL FOR THE UNIVERSITY OF BRISTOL.

West Country people, both individually and through their associations and business houses, are responding well, considering the difficulties of the times, to the appeal for funds to carry on the work of the University of the West. An instance of this is the gift of the Imperial Tobacco Company (of Great Britain and Ireland), Limited, which is £10,000. A million pounds are required during the next five years if the work of the University is not to be hampered, and though £10,000 does not bear a large proportion to the whole, the Imperial Tobacco Company has set a fine example which West Country men and women will appreciate and follow.

WHERE TO STAY IN TOWN.

The choice of a hotel to stay in for a day, a week-end or a long visit is an important matter for everyone. It makes all the difference to the enjoyment of London sights, all the difference to one's ability to carry out one's business without too much fatigue. The Belgravia Hotel, to which a new restaurant has just been added, offers every possible comfort to visitors. The prices in the restaurant are remarkably low when it is considered that everything is being done to make it not only a convenient but a delightful rendezvous. It accommodates three hundred to three hundred and fifty diners, who are entertained by the music of the remarkably clever orchestra and there is even a quaint little shop in the restaurant itself where all sorts of things, from a guide book to a cigar, can be purchased by customers. The hotel, of course, was occupied during the war as the headquarters of the American Army in Great Britain and a memorial to commemorate this has been designed and carried out under the supervision of Sir Edwin Lutyens. The roof garden and its convenient nearness to Victoria must make the Belgravia invaluable to many people. A very central hotel for anyone intending to make a round of theatres and concert halls or having a great deal of shopping to do, is the Langham Hotel, Portland Place. For a hotel of its class it is by no means expensive; it is excellently furnished, and there is an orchestra playing nightly and on Sundays. The lounge has been recently reconstructed and the tariff of the hotel revised in accordance with the drop in prices. A point to be noted and commended is that all charges for apartments include light, attendance and baths.

THE ESTATE MARKET

CHASTLETON HOUSE & TANTALLON

THE MARQUESS OF CREWE intends to dispose of the Madeley estates, over 5,000 acres in Salop, Staffs and Cheshire. The estates, in the heart of a grand hunting country, embrace between thirty and forty of the richest dairying farms and many first-rate residences. The auction will be held at Crewe, next month, by Messrs. W. S. Bagshaw and Sons, in 180 lots.

It was unnecessary for Messrs. John D. Wood and Co. to append the name of the house to their announcement in the Supplement to COUNTRY LIFE last week (page xiii) of an original Jacobean property which they are instructed to let furnished for the season or for a year. Chastleton House, more than once illustrated and described in these columns, is the place in question (Vol. xii, page 80; and Vol. xlv, pages 90 and 116). "The Great House," as it is locally known, once seen can never be forgotten. For completeness of preservation in the style in which it was built, the retention of its ancient furniture, pictures, pewter, glass and tapestries, and remaining so long in the hands of the family who built it, Chastleton stands high among England's stately homes. Actually in Oxfordshire, the house is just two miles south-east of Four Shires Stone, converging point of Gloucester, Oxford, Warwick and Worcester. Chastleton is one of the many estates associated with a figure in

"The Cat, the Rat, and Lovel our Dog,
Rule all England under a hog."

With Catesby Chastleton was connected, being one of the family manors. An early Catesby married the lady who, according to her brass at Chastleton, had before then been wedded to one Richard Kempe, and who ultimately became the wife of Sir Anthony Throckmorton, whose beautiful old house, Coughton Court, Warwickshire, was described in COUNTRY LIFE (Vol. xliii, page 319). Another Catesby found a wife among the Throckmortons, and their son was Robert, promoter of the Gunpowder Plot of 1605. Three years before the plot Catesby sold Chastleton for £4,000 to a Witney wool stapler named Walter Jones, who rebuilt Chastleton, an operation which lasted from about the year 1603 until 1614.

The ground plan of Chastleton as redrawn by Mr. Philip Mainwaring Johnston in these columns (January 25th, 1919, page 96) is as remarkable in its way as the elevation and the interior views which embellish his description of the house. The circular rose garden is something unsurpassed anywhere as a specimen of formal gardening, a perfectly wonderful old-world gem, seen with the house and church beyond it, as shown in the page just mentioned. But is not it an equally fascinating view which is revealed in the picture in the second part of Mr. Johnston's article—the house as seen through the entrance gate (page 116)?

The house has powder closets and elaborate fireplaces, and the two towers are filled by wide oaken staircases in short flights and square landings about a large well. The handrails and balusters are massive, and at the angles are newel posts terminating in quaint pierced obelisks on small balls and a moulded cushion. The Great Chamber or Drawing Room is adorned with marvellously elaborate panelling, and the other features of the house include the Catesby Room, wherein are curious old tapestries specially made for it.

A privilege it is to be able to buy such venerable places as Chastleton, but in obvious ways it is an even greater privilege to be allowed to occupy them as tenant, especially when they are let with all the profusion of magnificent treasures which Chastleton still contains. Will it be believed that the rent is a mere £350 a year? Shooting over 1,300 acres may also be rented. One stipulation on letting will be that the time-blackened ceiling in the kitchen shall not be interfered with. It would be sacrilege.

LEIGHTON, WILTS.

LEIGHTON, the Georgian mansion near Westbury, Wilts., four miles from Warminster, with park and farms of 850 acres, is to be submitted at Westbury on December 14th, by Messrs. Knight, Frank and Rutley, on behalf of Mr. W. H. Laverton. The house has a fine private theatre, and there is stabling for twenty horses and a garage. Electric lighting is installed. The rental, excluding the mansion and park, amounts to £1,240 a year.

Rushbrooke Hall, Suffolk, and 358 acres (described in COUNTRY LIFE, Vol. XIV, page 542), is now in the market at £15,000, through the Hanover Square firm. It is an Elizabethan moated mansion, with Adam decorations and carving by Grinling Gibbons.

TANTALLON AND NORTH BERWICK.

THE coming sale of Sir Hew Hamilton-Dalrymple's North Berwick estate, announced in COUNTRY LIFE on October 8th (page 466) will include, as then stated, Tantallon Castle ruins, referred to at some length in these columns on October 15th (page 496). Messrs. Knight, Frank and Rutley are the agents. Tantallon, for centuries the chief Eastern stronghold of the Douglas family, was defended seawards by perpendicular precipices, and landwards by massive walls and towers and three great ditches. Here the Earl of Angus successfully defied the entire forces of the kingdom, led by his step-son, James V in person; even such redoubtable cannon as the famous "Thrawn-mouthed Meg and her Marrow" failed to breach the 12ft. of solid wall, but at length the garrison was forced to yield to starvation. Years afterwards Tantallon was besieged, captured and garrisoned by the Covenanters, and later Cromwell's troops attacked and took it from the Marquess of Douglas and the supporters of Charles I.

The estate extends to 2,500 acres, with a rent roll of £8,000, and includes the greater part of the Royal Burgh of North Berwick, part of the golf course, Craigleith Island and North Berwick Law, and the mansion of Luchie. The golf courses at Gullane, Muirfield, New Luffness and Kilspindie almost surround it.

Chestnut Lodge, Horsham, and Holmfield House, near Liverpool, are also to be sold this month by the Hanover Square firm.

One of the best sporting estates in the South of England, Amport House, near Andover, is in the market by order of Captain Philipson, and will be submitted by Messrs. Knight, Frank and Rutley. There is first-rate partridge shooting, and trouting in the Anna, which runs through the estate. The Elizabethan house is of moderate size.

The firm is also, as has been already announced in these columns, to sell Moulton Paddocks, 1,300 acres, near Newmarket, with accommodation for fully forty racehorses, and near the Bury Hill and Limekilns Gallops, for Sir Ernest Cassel's executors.

THE BURDETT-COUTTS' SALES.

THE announcement, in COUNTRY LIFE last week, that the executors of the late Mr. Burdett-Coutts, M.P., had entrusted to Mr. Joseph Stower the duty of disposing of the freeholds, sufficiently dealt with the Highgate estate, Holly Lodge, and mentioned also the famous mansion in Piccadilly, at the corner of Stratton Street, and the adjoining house, which is occupied by the Royal Thames Yacht Club.

The Columbia estate in Bethnal Green would not seem to be likely to be of much importance, except to the type of buyer who attends auctions of East End property. But it is of exceptional interest to all who are interested in architecture and in social work. Probably not one in a thousand of the passengers by the North London Railway to Broad Street has the least idea that the ornate pile visible from the line is merely a market—Columbia Market. "Inferentially," we can suppose a passenger saying, "it is not a place of worship, for it is too near Shoreditch Church. It is not a Town Hall, for it is too ornate. It is, perhaps, a theological college." As a market the elaborate building, designed half a century since by Mr. H. A. Darbyshire, has not been a great success.

The first of the three sales is expected to be held in March, and will comprise, besides the Bethnal Green freeholds, the mansion in Stratton Street, and its adjoining neighbour. No. 1, Stratton Street, was designed by Matthew Brettingham, whose name will be recalled in connection with Norfolk House, St. James's Square. His work is also seen at Kedleston Hall, completed by Robert Adam. The Stratton Street house, facing the courtyard of Devonshire House, has a plain brick front with stone facings. The next house, now used as a club, was formerly incorporated in the corner one. Notable as the Baroness Burdett-Coutts undoubtedly was, a yet more famous predecessor of hers in the ownership was Sir Francis Burdett. When he was arrested there and taken to the tower, he was found explaining to his children the meaning of Magna Charta, which he maintained that he was upholding in his struggle with the authorities, about the legality of a protest, published by him in "Cobbett's Political Register," in 1810, "denying the power of the House of Commons to imprison the people of England." Years afterwards Sir Francis, known as "Old Glory," became a keen Conservative.

KENWOOD.

THE extended option for the purchase of Kenwood for the enlarging of Hampstead Heath expired last Monday, but negotiations are in progress for bringing the work of the Kenwood Preservation Council to a satisfactory conclusion, and it is understood that a substantial sum has been promised, apart from tentative offers of aid by local authorities. Up to the present the option has been granted free of charge, but, as Lord Mansfield is really anxious to dispose of the property, a businesslike understanding will have to be arrived at in order to exclude possible offers from those whose aim would be to develop the property as building land.

Plans for the development are in existence, and all that it would mean to London to have the neighbourhood of the Heath covered with houses is so evident to the Preservation Council that they have invoked the aid of the London Borough Councils, some of which have conditionally pledged themselves to contribute to the fund for the purchase. It is estimated that another two years' hard work will be necessary to crown the purchase scheme with success. The sum mentioned for the magnificent old mansion and 221 acres is £340,000. The Adam library has been illustrated in COUNTRY LIFE (July 26th, 1919, page 118), and the estate was described and illustrated in these columns (Vol. xxxiv, page 710).

SIR JAMES DOBBIE'S HOUSE.

SIR JAMES DOBBIE, F.R.S., has disposed of the lease of No. 4, Vicarage Gate, Campden Hill, Kensington, through Messrs. Hampton and Sons. The mediæval house at Broadchalk, near Salisbury, called the Old Rectory, has been sold by Messrs. Edwin Fear and Walker, with the grounds of nearly 6 acres, intersected by a trout stream.

Fairholm Farm, Barby, Northants, an old-fashioned house and 62 acres of pasture, has been sold by Messrs. James Styles and Whitlock. Briarleigh, near the Solent and Hamble, has changed hands through Messrs. Harding and Harding. Sales amounting to about £20,000 are reported by Messrs. Fox and Sons, including two new houses on Boscombe Manor estate; Plaish House, near Christchurch, with 4 acres; and Glenside, Christchurch. Messrs. Fox and Sons, in conjunction with Mr. E. L. Croom, will offer for sale in January Harbin's Park estate, near Blandford, 750 acres. In addition to the excellent coverts, yielding heavy bags of partridges and pheasants, there is a farm of nearly 400 acres.

Messrs. Geering and Colyer have instructions to let, furnished or unfurnished, one of the lesser country houses standing in a miniature park of 40 acres on the Kent and Sussex border, within easy reach of Tunbridge Wells. The seventeenth century residence is in a splendid state of preservation, and has old gardens of 2 acres.

Lord Clifton has entered the firm of Messrs. Duncan B. Gray and Partners.

The tenants have purchased £48,000 worth of farms on the Sedbury Park estate, through Messrs. Castiglione and Sons, who will offer 37 lots on December 6th.

SIR LLEWELYN SMITH'S PURCHASE.

SIR HUBERT LLEWELLYN SMITH, who is at the Washington Conference with Mr. Balfour, has bought the Highgate house, No. 5, The Grove, through Messrs. Prickett and Ellis. Mr. Roger Gaskell at one time lived in the house, and it was also for a long period occupied by the late Sir Edward Fry.

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£16 16 0

O. 3727. A Queen Anne hanging Mirror in Walnut frame with carved and gilt mouldings. Fitted with the original Vauxhall mirror **£16 16 0**



O. 2594. Fine old Mahogany double Chest of Drawers with carved fret on frieze and angles. Fitted with Secretaire. 3ft. 6in., wide. As illustration above. **£49 10 0**

O. 2013. A set of five rare old carved Mahogany shield back Chairs of the Heppelwhite period. Seats covered in green silk. **£69 10 0**

O. 320. A number of old Pewter Hot Water Plates. 9½in. diameter, mostly London mark.
From **5/6** to **12/6** each

O. 1672. A Mahogany "Tub" Easy Chair on square tapered and panelled legs, covered in a blue hair cloth. **£22 10 0**

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BEAUTIFUL PAINTINGS OF FLOWERS

THE COMING WEEK AT CHRISTIE'S. FINE SILVERWORK.

WHILE many flower pictures are painted, it is remarkable how few are the artists who excel in that branch of study. Flowers are Nature's decoration and have been used in man's ornamentation in one form or another since Art began. Yet it is difficult in painted decoration of modern times to introduce realistic flowers with success. Fantin Latour was the last master. Tessier and other masters at the French Courts of the eighteenth century treated the subject with unrivalled grace and certainty of touch, but in strength and sincerity the Netherlandish school of flower-painting excelled. The painters used a dark mellow background upon which often was painted a low-toned vase with plinth, to serve as setting to a brillant mass of flowers—roses, carnations, tulips, jasmine and other blossoms arranged with sublime taste. Nothing could be in better keeping with the spirit of Early Georgian decoration, but the wonder is that these flower-pieces will not come amiss in almost any style of interior decoration. These qualities are evident in a splendid pair of flower paintings, the property of Mr. Cecil Partridge, that arrest one's attention when passing along King Street, St. James's, just opposite Christie's. Their



A PAINTING OF FLOWERS BY PIETER CASTEELS (1684–1749).

decorative strength is striking, but it is equalled by the evident truth to flower character and growth. The painting of the flowers is as sympathetic as their disposition is graceful, and the drawing is full of vigorous life. These pictures are perhaps the finest work of Pieter Casteels, a Flemish artist and engraver, who, born in Antwerp in 1684, came to this country in 1708 and died at Richmond in 1749. They are of useful decorative size, the canvases (without frames) measuring each 4ft. 5ins. high by 3ft. 6ins. wide.

From November 28th to December 1st Messrs. Christie dispose of the collection formed by the late Mr. H. R. Barnes of St. Petrock's, Llandudno, who was a generous bidder at the Red Cross Sale at Christie's. On the first day his books come under the hammer. They include many fine works, with coloured plates by Rowlandson and Cruickshank, early books like the rare "Cocker's Morals, Or, the Muses Spring Garden" (1694), the Hafiz MS. from the Red Cross Sale, James I's "Meditations" (his own copy, with "J. R." on the fly-leaf) and other matter, a rare pack of fifty playing cards engraved by J. Kirk (1759) with the Street Cries of London, and Temple's "Modern Spanish Painting," being Queen Alexandra's gift copy to the Red Cross Sale with the Royal inscription. On the 29th they dispose of his gold and silver coins, medals and objects of *vertu*, including fine French snuff-boxes. Scottish collectors will note an oval tortoiseshell box with a silver plaque on the lid, inscribed "Bobbie Burns from W. Nicol, 'Buccleugh Pend,' Edinburgh, 1787." There is also a malacca cane containing a telescope, the top engraved "Horatio Nelson to Captain Hardy, 1795," a number of miniatures of historical personages—Garrick, Wren and others—as well as a collection from different properties. The following day will see the dispersal of Mr. Barnes' silver, among which is a set of thirteen Apostle spoons (1560 to 1642) and an Elizabethan chalice and paten (1576). The Walsingham Abbey heirlooms come up at the same sale. With them are twenty-four rat-tailed tablespoons (1704), probably by Paul Lamerie, and some most important Georgian silver; while from another property come an Elizabethan tiger-ware jug mounted in silver-gilt, and a remarkable fifteenth century monstrance, also silver-gilt of German workmanship. Oriental porcelain and objects of art from the Barnes collection and those belonging to the late Mr. Birket Foster, with decorative furniture from various sources, come up for auction on December 1st. On the following day modern pictures and drawings will engage Messrs. Christie's attention. At this sale appear a charming series of drawings, sketches and pictures by Birket Foster, a most interesting picture by Nasmyth showing Windsor Castle from the river, an afternoon effect; and drawings by Charles Keene.

Two remarkable pieces of old silver figure in Messrs. Sotheby's catalogue of November 30th and December 1st—the first, a fine silver box, circular, the top and bottom chased with panels and scrollwork filled with *champlevé* enamel and having letters and figures in the panels forming a perpetual Julian Calendar, was given by Sir Isaac Newton to an ancestor of the present owner, and bears the crest of a branch of the Hamilton family, probably of the Earl of Abercorn. On the second day, the sale ends with an Elizabethan mazer of unusual type, having two fixed ring handles, a broad silver band richly decorated at the rim, which is connected with the foot by four hinged straps. It bears the arms of Cotes of Aylestone, Leicestershire, and the date 1596, London. On the first day is to be sold a sixteenth century gold charm in the form of a wheel-lock pistol forming a whistle, decorated with enamel and emeralds—similar to the charm described, and illustrated with an Elizabethan gold chain, in COUNTRY LIFE, April 30th, 1921 (page lxxxviii). On December 2nd, Messrs. Sotheby sell porcelain, English furniture and objects of art. With the porcelain is the Countess of Coventry's fine Sèvres ewer and dish with rose du Barri ground, decorated by Bullidon and bearing the mark of 1767. The furniture includes a set of four ribbon-back chairs, the property of Captain Luttrell Byrom, and a mahogany Chippendale armchair for the Master of a guild, with two side chairs for the vice-chairman and secretary.

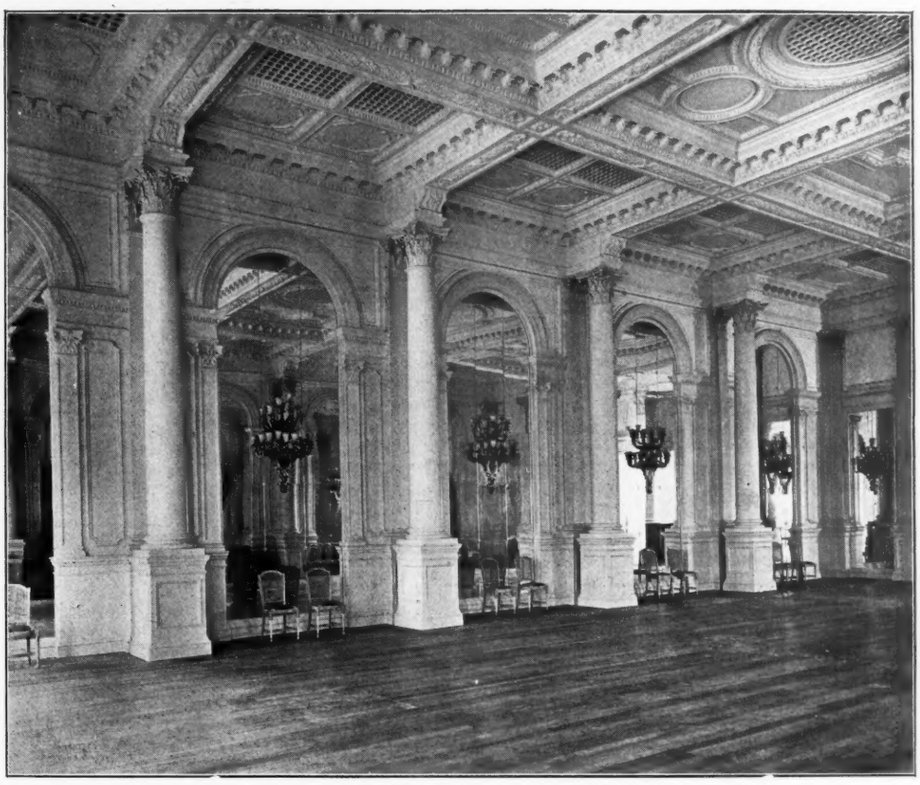
Messrs. Puttick and Simpson's sale on November 18th comprised old Chinese porcelain, objects of art, old English furniture, Oriental carpets and tapestry. The Chinese porcelain included a pair of bottle-shaped vases of hexagonal form, enamelled with "Long Elizas," river scenes and emblems in shaped panels, famille verte, K'ang-hsi, and a large figure of Kwannon in *blanc de Chine*. In the property of the late Miss Potter were a fine pair of Nankin cylindrical vases, a Chinese lacquer screen of eight folds, the gold panels decorated with the Court of Pekin and the Immortals, and some fine Sheraton furniture.

The manuscripts belonging to the late Mr. Henry G. Bohn were sold on November 18th at Messrs. Knight, Frank and Rutley's rooms, when the following prices were realised: A four page note, a Dissertation on the Picturesque, by Sir Joshua Reynolds, £20. A Letter of Charles Dickens from Gads Hill, £6. A Letter of Henry VII, 1490, £10. An autograph, Schiller, the poet, £1 212s. The Poem of Robert Burns of thirty-two lines, headed "Glenriddel Hermitage," £145, and the letter from Burns to James Smith of Mauchline, £179.

Antique and modern furniture, statuary, bronzes, porcelain, carpets and rugs came under the hammer at Messrs. Robinson, Fisher and Harding's on November 16th. Prominent were a fine bronze group of dancing Bacchanals with flambeaux, by Debut, and a finely modelled figure of an athlete, 5ft. 1cins. high, by Franzini, while the furniture included an Elizabethan refectory table with bold gadrooned frieze, bulbous legs with acanthus foliation and a plain rail. Proof signed engravings and prints, pictures and drawings were sold by the firm on November 17th.

D. VAN DE GOOTE.

HARRODS



The Whitehall Suite, Hotel Metropole — Interior of Ball Room

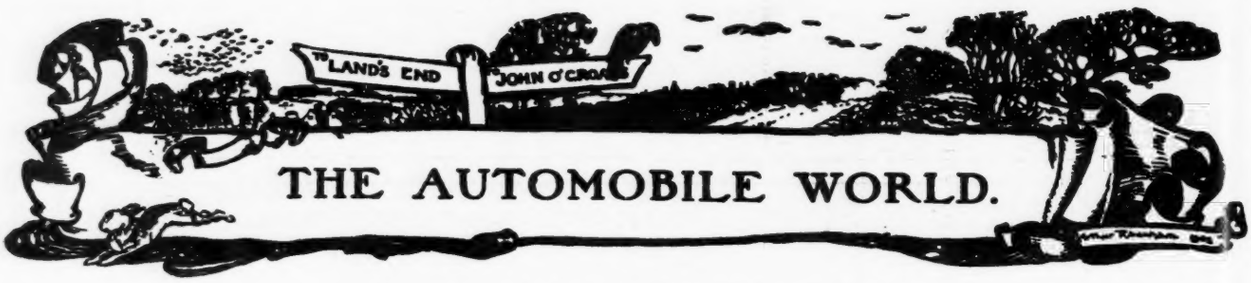
THAT true art and skilled craftsmanship can together be productive of the most beautiful decorative effects has been triumphantly exemplified by Harrods in the masterly conception and execution of the Whitehall Suite at the Hotel Metropole. The atmosphere of imposing dignity and quiet taste imparted to the magnificent Ball Room has been achieved only by a supremely skilful handling of line and colour and an almost severe simplicity which calls for the highest degree of artistic skill.

The work has been carried out by Harrods in association with R. Frank Atkinson, Esq., F.R.I.B.A., and Ashby Tabb, Esq., of Liverpool

Entrusted with the entire furnishing and decoration of the Whitehall suite, Harrods have successfully maintained this same altogether delightful restraint in design and execution in the treatment of the Entrance Hall, Supper Room, Staircase, Waiting Room, etc., an achievement which has given to the Metropole the distinction of possessing one of the very foremost examples of modern decorative art in the world.

Harrods are specialists in the Decoration, Furnishing, Heating, Lighting, and equipment of Town or Country Houses, Hotels, Banks, and Institutions. Sketches and estimates will be supplied without obligation and original designs and decorative schemes prepared in Harrods Studios sent on request.

HARRODS LTD KNIGHTSBRIDGE LONDON S W 1



THE AUTOMOBILE WORLD.

CAR PRICES IN 1922

IN the month of the Motor Show it is usual to give some space to consideration of car prices and such tendencies in the costs of motoring as have been evidenced since the preceding Show. In November every year manufacturers settle their programmes for the next season, and, as far as possible, their prices are arranged immediately before the opening of the Show. This year the usual pronouncements have been accentuated by a provision by the promotors of the Show that the prices of the cars exhibited shall not be altered within three months. Thus an aspect of stability is given to the prices announced at this 1921 Show that has been sadly lacking for the last two years.

The 1920 Show witnessed the climax of an upward trend in the price of everything connected with automobilism. Since March of this year prices have been on a continuous, though not a regular down grade, for following the lead of Vauxhall Motors of Luton, the Daimler Company and the Harper Bean announced a reduction which has been followed by practically every firm in the trade. The amount of the reduction varies enormously, and with one or two exceptions prices are still higher than they were at the first post-war Show.

But there is a great difference between car prices of to-day and those of 1919 and early 1920, quite apart from the question of mere figures. At the 1919 Show manufacturers based their prices on conditions that were continually varying and over which car manufacturers themselves had no control. Moreover, as events turned out, it mattered little what the manufacturer chose to ask for his product, because in very few cases could he deliver. The market for labour and motor materials was in such a chaotic condition that if he could produce at all the manufacturer found his prices so variable that in a very short time the motor industry was brought into a state of regrettable disrepute among the whole purchasing public.

Thus, at the 1919 Show there were many excellent small cars offered at a price of about £400. In cases where they had been on the market previously they had been offered but seldom supplied to the public about the middle of the year at an average price of £100 less than the Show price. As regards medium-powered cars—that is to say, cars of between 12 h.p. and 20 h.p.—prices ranged from £600 to £700, although the *de luxe* members of the class, such as the Humber, Sunbeam and Wolseley, were costing nearer £1,000 than £600. Of the high-powered cars, £1,500 was an average price, with the notable exception of the Armstrong Siddeley, which was theoretically £720 for the chassis, although we believe that no chassis was actually delivered at this figure. The two 30 h.p. Daimlers were priced at £1,000 for the light and at £1,100 for the standard. The Napier was £1,750 and the Rolls Royce £1,575, and the six-cylinder Wolseley stood at £1,050.

As the following list will show, all these prices had increased drastically by the time of the 1920 Show. This year, with one or two exceptions, they have been reduced, but they have not been reduced to 1919 levels.

In judging the general trend of motor car prices one's conclusions are somewhat upset by the absence of several notable cars from the Show. For instance, the Angus Sanderson is now priced at £495; this is only £45 more than the figure at which it was originally introduced, although never delivered. The 20 h.p. Austin, originally intended to sell at about £400, but once again never delivered at this figure, is now priced at £695; last year it was £550. The Bean is one of our remarkable value-for-money cars, selling at £385; last year it was £495, in 1919 it was £425. During 1920 the price of this car went through many vicissitudes and at one time exceeded £600.

ARE CARS WORTH THE MONEY?

This is a question that many visitors to the Show and other prospective purchasers of cars have been asking themselves during the last few weeks. Is the modern car worth the money asked for it? Is there likely to be an early further reduction in price? Now whether any article is worth the price asked for it or not is a very difficult question to answer, because, as we have been told in connection with a necessity of all motorists—fuel—the price of a commodity is what it will fetch. No manufacturer is going to ask £500 for his goods if he thinks them only worth £300. If its production cost stands so high that he cannot afford to sell at less than £500 and if the product at this figure does not compare favourably with its competitors, then the only course available to the manufacturer is withdrawal from the market. Therefore, it seems a fairly logical deduction that if any car at the Show is priced at a figure that is not fully justifiable, competition is now too keen to allow of fancy demands on the purchaser's purse. The most expensive British chassis of all, the 40–50 h.p. Napier, and one of the cheapest of all the two-cylinder air-cooled G.N., are both productions in which every penny of the purchase cost is fully justifiable. Both these extreme firms and the large numbers intervening are out for business and they dare not risk the justification for their existence by asking the public to pay more than their products are worth.

Of course, it may be that in some instances bad factory organisation, limited output, or inefficient salesmanship forces up the production costs of the car to an unjustifiably high figure. The selling price is cut as finely as possible to allow a certain very restricted margin of profit, but it remains high. The market for that car shrinks; the manufacturer is making so little on each car that he sells that in a very short time he is driven out of business. There are a few, but not many, cars at the Show where this development can be seen materialising. Quite apart from the mushroom firms who make one appearance and one only at our motor shows, there are several old established but inefficient manufacturers who had a stand at this year's Show, but who will be absent next year unless they and their methods undergo radical modifications.

STRIKING VALUE-FOR-MONEY CARS.

The Morris Cowley is perhaps the most conspicuous of all. With electric lighting set this car sells at 285 guineas in complete two-seater form. The new Armstrong Siddeley, in a very different class from the Morris, is another striking value-for-money car, for with its 18 h.p. six-cylinder engine the chassis is priced at only £575. The larger model Armstrong Siddeley, rated at 30 h.p., is not new, but is a remarkably cheap car, for its chassis, with complete equipment, is only £775. A new six-cylinder chassis that has come in for much attention is the 15 h.p. A.C., priced at 550 guineas; this is an entirely new car, but it may be assumed that emanating from such an experienced firm as Auto-Carriers, Limited, it will be a very successful car on the road. Complete with all-weather body it is priced at 650 guineas. A direct competitor is the six-cylinder Singe priced at £675.

The following particulars give prices of a few notable cars, with the prices asked at the last Show and the 1919 Show.

TYPICAL SMALL CARS.

A.B.C.—12 h.p., two-cylinder air-cooled engine, electric lighting only, four-speed gear-box, 710mm. by 90mm. tyres. 365 guineas. 1920, £395; 1919, £195.

A.C.—11.8 h.p., three-speed gear-box, 700mm. by 80mm. tyres, electric lighting and starting. £575. 1920, £550; 1919, £415.

Albert.—11.9 h.p., four-speed gear-box, electric lighting and starting, 710mm. by 90mm. tyres, two or four seater body. £495. 1920, £610; 1919, £517 10s.

Bean.—11.9 h.p., electric lighting and starting, three-speed gear-box, 30in. by 3½in. tyres. £385. 1920, £495; 1919, £425.

Calcott.—11.9 h.p., electric lighting and starting, three-speed gear-box, 710mm. by 90mm. tyres. £495. 1920, £550; 1919, £475.

Calthorpe.—10.5 h.p., electric lighting and starting, three-speed gear-box, 710mm. by 85mm. tyres. Popular, £375; Sports de luxe, £450. 1920, £520; 1919, £393 15s.

Deemster.—9.5 h.p., electric lighting, mechanical starter, three-speed gear-box, 710mm. by 85mm. tyres. £425. 1920, £475; 1919, £362.

G.N.—8.7 h.p., two-cylinder air-cooled, electric lighting only, three speed (by chains), 650mm. by 65mm. tyres. £225. 1920, £272; 1919, £214.

G.W.K.—10.8 h.p., electric lighting, infinitely variable friction gears, 710mm. by 80mm. tyres, four-cylinder two-seater, 295 guineas; two-cylinder two-seater, 250 guineas. 1920, £415; 1919, £257.

Hillman.—10.5 h.p., electric lighting and starting, three-speed gear-box, 700mm. by 85mm. tyres. £495. 1920, £530; 1919, £435.

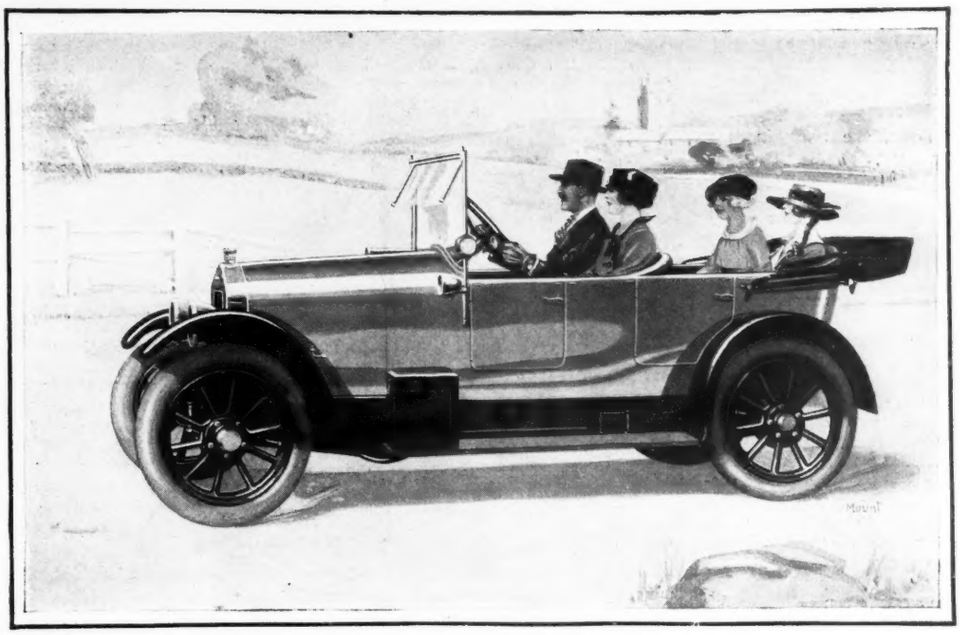
Horstman.—10.5 h.p., electric lighting, mechanical starter, three-speed gear-box, 710mm. by 85mm. tyres. £405. 1920, £420; 1919, £350.

Humber.—10.5 h.p., electric lighting and starting, four-speed gear-box, 760mm. by 90mm. tyres. £595. 1920, £700; 1919, £530.

Lagonda.—11.9 h.p. electric lighting and starting, three-speed gear-box, 700mm. by 85mm. tyres, coupé or four-seater body. £395. 1920, £495; 1919, 335 guineas or 355 guineas.

Morris Oxford.—11.9 h.p. electric lighting and starting, three-speed gear-box, 710mm. by 90mm. tyres. £395. 1920, £590; 1919, £390.

Riley.—11 h.p., electric lighting and starting, four-speed gear-box, 710mm. by 90mm. tyres,



The "WOLSELEY" TEN TORPEDO

THIS car has been introduced to provide a small "family" car, high-grade in appearance and finish, but very economical to run. The front seat carries two adults, and the rear seat provides ample accommodation for two children or young persons. The power is ample and gives good hill-climbing qualities combined with low running cost.

It is supplied to two specifications, as follows:

TEN, Torpedo (Specification A)	**£525**
TEN, Torpedo (Specification B)	**£490**

The Wolseley TEN is also made in the following forms:

TEN, Two-seater (Specification A)	**£475**
TEN, Two-seater (Specification B)	**£440**
TEN, Two-seater Coupé (fixed head) ...	**£650**

Standard equipment, Dunlop Tyres.

Write us for Catalogue, post free.

WOLSELEY MOTORS LTD.
(Proprietors: Vickers Limited)
Adderley Park, BIRMINGHAM.

London Showrooms:
WOLSELEY HOUSE,
Piccadilly, W.1.

Indian Depot: Sandhurst Bridge Road,
Chaupatty, Bombay.

£525 (two or four seater all-weather body). 1920, £650; 1919, £475.

Singer.—10 h.p., electric lighting and starting, three-speed gear-box, 700mm. by 80mm. tyres. £395. 1920, £500; 1919, £400.

Swift.—10 h.p., electric lighting only, three-speed gear-box, 30in. by 3½in. tyres. £415 1920, £495.

Wolseley.—10 h.p., electric lighting and starting, three-speed gear-box, 710mm. by 90mm. tyres. £475. 1920, £550.

With the exception of the Calthorpe, all the above prices are for cars complete with two-seater body, the body in this instance being a four-seater. In every case the engine is of the four-cylinder water-cooled type, with the exception of the G.N. and A.B.C., and ignition is by magneto, except in the case of the Wolseley, where it is by battery and coil.

TYPICAL MEDIUM POWERED CARS.

Angus Sanderson.—14.2 h.p., electric lighting and starting, three-speed gear-box, 815mm. by 105mm. tyres. £495. 1920, £575; 1919, £450.

Arrol-Johnston.—15.9 h.p., electric lighting and starting, four-speed gear-box, 815mm. by 105mm. tyres. £650. 1920, £725; 1919, £625.

Cubitt.—15.9 h.p., electric lighting and starting, four-speed gear-box, 815mm. by 105 mm. tyres. £442. 1920, £442; 1919, £298.

Humber.—15.9 h.p., electric lighting and starting, four-speed gear-box, 815mm. by 105mm. tyres. £850. 1920, £950; 1919, £750.

Rover.—13.9 h.p., electric lighting and starting, three-speed gear-box, 815mm. by 105mm. tyres. £650. 1920, £775; 1919, £750.

Ruston Hornsby.—15.9 h.p., electric lighting and starting, three-speed gear-box, 815mm. by 105mm. tyres. £585. 1920, £695; 1919. £600.

Sunbeam.—14 h.p. (new model). £725. 15.9 h.p., electric lighting and starting, four-speed gear-box, 820mm. by 120mm. tyres. £960. 1920, £1,225.

Swift.—12 h.p., four-speed gear-box, electric lighting and starting, 30in. by 3½in. tyres. £595.

Vauxhall.—14 h.p. (new model), electric lighting and starting, three-speed gear-box, 815mm. by 105mm. tyres. £750.

Wolseley.—15.9 h.p., electric lighting and starting, three-speed gear-box, 815mm. by 105mm. tyres. £795. 1920, £925.

All the above prices are for complete four seater touring cars and, in the case of the Humber, Swift and Wolseley, include side curtains which, with the hood, convert the touring car into an all weather vehicle.

TYPICAL HIGH POWERED CARS.

Armstrong Siddeley.—18 h.p., six-cylinder engine, three-speed gear-box, 810mm. by 100mm. tyres. £575. 29.5 h.p., three-speed gear-box, 820mm. by 135mm. tyres. £775. 1920, about £800; 1919, £720.

Austin Twenty.—(4), 22.4 h.p., four-speed gear-box, 820mm. by 120mm. tyres. £695. 1920, £550; 1919, £395 (complete car).

Belsize.—(4), 20 h.p., four-speed gear-box, 815mm. by 105mm. tyres. £545. 1920, £620; 1919, £450.

Crossley.—(4), 25 h.p., four-speed gear-box, 920mm. by 120mm. tyres. £800. 1920, £1,050; 1919, £950. 19.6 h.p., four-speed gear-box, 820mm. by 120mm. tyres. £670.

Daimler.—(4), 20 h.p. (new model), four-speed gear-box, 880mm. by 120mm. tyres. £700. (6), 30 h.p., four-speed gear-box, 880mm. by 120mm. tyres. £900 or £1,000. 1920, £1,125 or £1,150. (6), 45 h.p., four-speed gear-box, 880mm. by 120mm. tyres. £1,275. 1920, £1,450; 1919, £1,300.

Guy.—(8), 25 h.p., four-speed gear-box, 820mm. by 120mm. tyres. £1,095. 1920, £1,175.

Lanchester.—(6), 38.4 h.p., three-speed gear-box, 895mm. by 135mm. tyres. £1,950. 1920, £2,200; 1919, £1,500.

Leyland.—(8), 40 h.p., four-speed gear-box, 830 mm. by 130mm. tyres. £2,100.

Napier.—(6), 38.4 h.p., four-speed gear-box, 895mm. by 150mm. tyres. £2,100. 1920, £2,100; 1919, £1,750.

Phœnix.—(4), 18 h.p., three-speed gear-box, 818mm. by 105mm. tyres. Complete car, £650. 1920, £650.

Rolls-Royce.—(6), 48.6 h.p., four-speed gear-box, 895mm. by 150mm. tyres. £1,850. 1920, £2,100; 1919, £1,575.

Ruston Hornsby.—(4), 20 h.p., three-speed gear-box, 820mm. by 120mm. tyres. £538. 1920, £725.

Stanley Steamer—(2), 16.5 h.p., no gear-box, 34in. by 4½in. tyres. £1,100

Straker Squire.—(6), 23.8 h.p., four-speed gear-box, 820mm. by 135mm. tyres. £1,100. 1920, £1,200.

Vauxhall.—(4), 25 h.p., four-speed gear-box, 830mm. by 120mm. tyres. £800. 1920, £1,050; 1919, £950. (4), 30–98 h.p., four-speed gear-box, 820mm by 120mm. tyres. £895. 1920, £1,275; 1919, £1,250.

Wolseley.—(6), 23.5 h.p., four-speed gear-box, 820mm. by 135mm. tyres. £950. 1920, £1,050.

All the above prices are for chassis only, except where otherwise stated. The number after each car, *e.g.* (4), (6) or (8), is the number of the cylinders of the engine. The equipment in every case is complete, including electric lighting and starting, but in every case a fitting that we regard as of even more importance than electric starting, a mechanically driven tyre pump, is lacking. It is an astonishing thing that every British manufacturer seems to have entered into a conspiracy against the mechanically driven tyre pump, but we can quite believe that many visitors to the Show will prefer a foreign car simply because it has this fitting. In view of the fact that the performance of all these high class expensive cars is beyond reproach the purchaser can afford to be influenced by very minor considerations in his choice. The possession of an engine-driven tyre pump we do not consider a minor qualification, and it is one that will certainly secure much custom.

FOREIGN CARS.

Apperson (U.S.A.).—(8), 33 h.p., three-speed gear-box, 34in by 4½in. tyres. £875 (complete car). 1920, £1,550; 1919, £850 (complete car).

Bianchi (Italian).—(4), 12 h.p., three-speed gear-box, 710mm. by 90mm tyres. £495 (chassis). 1920, £625; 1919, £535 (chassis).

Bugatti (Alsatian).—11.9 h.p., four-speed gear-box, 710mm. by 90mm. tyres. £575. 1920, £735.

Fiat (Italian).—(4), 10 h.p, four-speed gear-box, 700mm. by 80mm. tyres £410. 1920, £510; 1919, £450 (chassis).

Hispano Suiza (French).—(6), 37 h.p., three-speed gear-box, 895mm. by 135mm. tyres. £2,100. 1920, £2,100; 1919, £1,400 (chassis).

Minerva (Belgian).—(4), 20 h.p., four-speed gear-box, 880mm. by 120mm. tyres. £840. 1920, £990; 1919, £990.

The above figures give scope for some interesting comparisons. It will be seen that on the whole the 1921 prices are very much lower than those of 1920, but are not so low as those of 1919. Considered in conjunction with the prices of other commodities, car prices for 1922 have regained a very satisfactory level There is ample evidence that manufacturers are honestly doing their best to offer to the public the most possible for their money, and this is a belief strengthened by some of the new low-priced cars introduced at the Show, of which the following is a fairly representative selection. (The prices given include electric lighting but not starting, and complete two-seater body):

NEW SMALL CARS.

B.A.C.—Four-cylinder water-cooled engine, 9.5 h.p. four-speed gear-box, 710mm. by 90mm. tyres. £345.

Bayliss-Thomas.—10.5 h.p., three-speed gear-box, 700mm. by 80mm. tyres. £315.

Belsize.—8.9 h.p., oil-cooled engine, three-speed gear-box, 700mm. by 80mm. tyres. £275 complete.

B.S.A.—10 h.p. air cooled engine, three-speed gear-box, 710 by 90mm. tyres. Electric starter. £340.

Gregoire.—Four-cylinder water-cooled 9.5 h.p. engine, three-speed gear-box, 650mm. by 75mm. tyres. £310.

Jowett.—Two-cylinder water-cooled flat twin engine, three-speed gear-box, 700mm. by 80mm. tyres. £300.

Rhode.—9.5 h.p., four-cylinder water-cooled engine, three-speed gear-box, 700mm. by 80mm. tyres, two four-seater body, £275.

Rover.—Air-cooled flat twin engine, three-speed gear-box, 28in. by 3in. tyres. £220.

Short Ashby.—8 h.p., four-cylinder water-cooled engine, friction transmission, 650mm. by 65mm. tyres. £245.

Talbot Darracq.—8 h.p., four-cylinder water-cooled engine, three-speed gear-box, 700mm. by 80mm. tyres. £325.

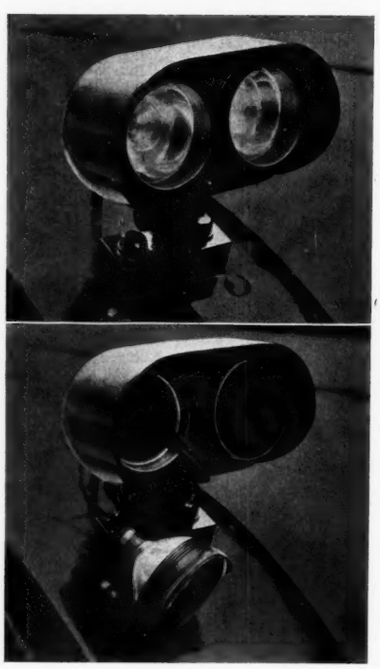
Unit.—10 h.p., four-cylinder water-cooled engine, friction transmission, 700mm. by 85mm tyres. £216.

Vulcan.—9 h.p., water-cooled flat twin engine, four-speed gear-box, 710mm. by 90mm. tyres. £368.

Wolseley.—7 h.p., flat twin engine, three-speed gear-box, 26in. by 3in. tyres. £310.

A NEW ANTI-DAZZLE LAMP.

THE practice of switching off head-lamps on meeting other cars continues to grow, but that it is fraught with danger has been brought vividly to mind by a fatal accident recently caused by it. We know many experienced drivers who will never, under any circumstances, switch off their head-lamps when travelling on the road. It is not lack of courtesy on



"THE SCREENLIGHT" TWIN LAMP.

Shown in its ordinary condition for use, and also with a fog-filter in position and one lamp removed from its holder to show how it may be used as an inspection lamp.

their part, for one driver in particular whom we have in mind is one of the most careful and considerate users of the road that we have met. He, like many others, believes that the remedy is worse than the disease.

But there is no justification for leaving on the head-lamps of a car that is stationary at the roadside, and another acquaintance tells us that he recently was involved in an accident through this practice. Approaching another car with its head-lamps full on, he switched off his own, naturally

DAIMLER VALUE STILL PRE-EMINENT

AN OUTSTANDING FEATURE of the Press Reviews of the exhibits at Olympia was the unanimity of the experts in basing the STANDARD OF VALUE on Daimler chassis and complete car prices

To those who were unable to attend Olympia, an Illustrated Catalogue of Daimler Carriages will be forwarded on application.

Chassis Types and Prices:

DAIMLER "SPECIAL"
45 h.p. - 6 cylinders
£1275

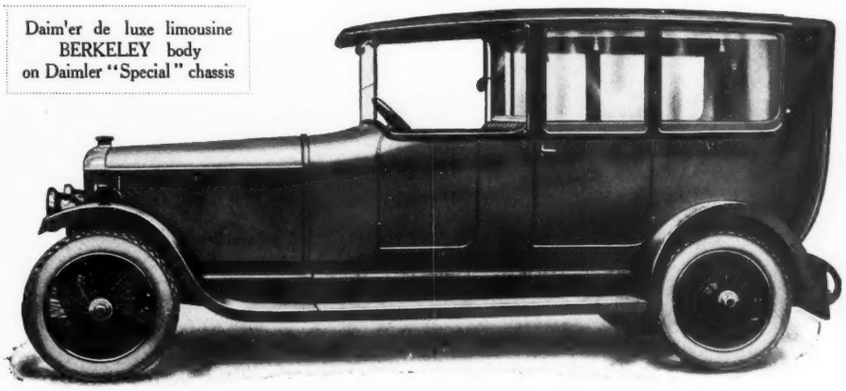
"STANDARD THIRTY"
30 h.p. - 6 cylinders
£1000

"LIGHT THIRTY"
30 h.p. - 6 cylinders
£900

DAIMLER "TWENTY"
20 h.p. - 4 cylinders
£700

The Daimler Co., Ltd.
Coventry.

Daim'er de luxe limousine
BERKELEY body
on Daimler "Special" chassis



The Post-War

ROLLS-ROYCE

MAKES FASTEST TIME

at the "Côte du Phare" Hill Climb at Biarritz.

1st.	**ROLLS-ROYCE**	-	**24⅘ secs.**
2nd.	Vauxhall 38/90	-	27 secs.
3rd.	Hispano-Suiza 6 cyl.	-	27⅘ secs.
4th.	Hispano-Suiza 6 cyl.	-	28 secs.
5th.	Voisin	-	34 secs.

The Côte du Phare — 500 metres in length — includes 3 sharp turnings.
The Rolls-Royce, starting from rest, was travelling at the finish at the rate of

63¾ MILES AN HOUR.

ROLLS - ROYCE, LTD., 15, CONDUIT STREET, LONDON, W. 1.

Telegrams: Rolhead, Reg., London, *Telephone: Gerrard 1654 (6 lines).*

imagining that the other car was travelling towards him. Not until he got up to the other car did he ascertain that it was stationary at the side of the road, but with his own lights switched off he could see practically nothing and just as he passed the other car a dog rushed from it and hit his own front wheel. Fortunately, nothing serious happened, but, as he said, if it had been a human being he would have hit it just the same, probably with very tragic results.

"THE SCREENLIGHT."

A new type of lamp that we have been testing for several weeks is known as the "Screenlight" and is made by Messrs. Scientific and Projections, Limited, 5, Crawford Passage, Farringdon Road, E.C.1. The Screenlight is fixed to the front wing and consists of two (or three) small parabolic reflectors, each provided with a bulb of special design. The over-all diameter of each lamp is only about 2ins., but the light it gives has to be seen to be credited. There is a very powerful central beam, the great feature of which is that it is much narrower than usual, consequently a driver approaching the Screenlight is either above or at the side of its beams. The light given by the lamps is quite sufficient to dazzle, but dazzling of other road-users is largely avoided because the beams are so narrow that they do not reach the eyes of those who meet them.

As stated, each Screenlight consists of two or three bulbs, and we have had both kinds on test. In the case of the two light lamps, the lamps are wired so that the outside or the inside lamp may be lit independently. We have found that the driving light is thoroughly efficient when only one pair of bulbs is alight; when all four bulbs are alight the light is strong enough to satisfy the most exacting driver. Our experience with the three-light lamps was that six bulbs give little more *useful* illumination than four. Of course, there was more light, but the extra amount was hardly noticeable when one was travelling.

There are many advantages attached to these Screenlight lamps apart from the main one of avoiding dazzle, which incidentally is one on which we set only secondary consideration, because we feel that the extent of dazzle is in the main dependent on the eyesight of the driver who meets the lamps. One driver will be hopelessly dazzled by a lamp that another one will meet without difficulty. The other advantages of the Screenlight are, first, that the illumination given is very even; the reflectors are small and, therefore, it is much easier to make them perfect than it is with a reflector anything between 6ins. and 12ins. in diameter. It is practically impossible to find a head lamp of ordinary size that gives even illumination of the road. Its rays generally lie in what may be called layers, and a perfectly white stretch of road ahead is illuminated in patches of brilliance and darkness. Each individual Screenlight lamp offends to much less extent in this respect than the average head lamp. Moreover, as the sources of the light when the Screenlights are in use are more numerous than with ordinary lighting, the conflict between the beams is accentuated so that the illumination on the roadway becomes perfectly even.

FOR PENETRATING FOG.

It is possible to purchase as an extra fitting with the Screenlights a tinted yellow glass which just fits over one of the lamps of each pair and thus acts as a fog filter and converts the light of the lamps into a really useful asset for driving in mist. Normally, of course, a white light is worse than no light at all for driving in thick fog, but if the light be tinted with yellow it is given an added penetrating power that makes it really valuable instead of dangerous. The outside lamp of each set of Screenlights is wired so that it may be removed from its frame and its 6ft. of cord, normally stowed away in the body of the lamp, enables it to be taken round the car and to illuminate any part that requires attention at night, which is a distinct asset because an inspection lamp is not a normal fitting on the modern car, but its need is often felt.

It is important to point out that if the report of the Government Committee on lighting is adopted *in toto* the triple light Screenlights will be illegal, for it is suggested in this report that cars shall be prohibited from exhibiting more than four lights forward. We merely mention this as a necessary proviso, but it does not in any way affect the promise and excellence of this lighting system, for, as we have said, we found the twin lights practically as useful as the triple lights and these lamps, it may be noted, are what almost might be called super-legal. The police in some parts of the country are becoming very active on lamps that do not show the over-all width of a car. The Screenlight is the only lamp that we have seen that actually does show the real over-all width of a car without any extenuation, the reason being that when the lamp is mounted on the wing its width is practically equal to that of the average car front mudguard. Altogether we consider these Screenlights a very excellent innovation which only need to become more widely known to be in almost universal demand by those motorists who consider the convenience of others, who wish to be as far from the clutches of the law as they can get, and who at the same time require to have the greatest possible illumination on the road.

THE PRESENT POSITION AS REGARDS LIGHTING.

With the recent termination of the Defence of the Realm Act the legal requirements as regards lighting of all road

The Stanley STEAM CAR

PREJUDICE—and THE STANLEY STEAM CAR

The greatest enemy the Stanley Steam Car has to fight is prejudice.

To this day we are asked such questions as:
"Doesn't it take about half-an-hour to get the water boiling?" or
"Doesn't it require a good deal of mechanical skill and knowledge to keep them well tuned?"

Wherever possible we first show the inside mechanism of a Stanley to those seekers after knowledge, and then take them for a trial run. The effect in every case has been to make them Stanley Steam Car enthusiasts.

We were told recently:
"The Stanley is altogether too good to compare with any petrol car on the market. One can only contrast it . . ."

May we have the pleasure of convincing you?

CHASSIS PRICE £1,100

Send for a copy of the Stanley Catalogue C L. 200.

F. L. TRETHEWEY,
167, Shaftesbury Avenue,
W.C. 1.
Telephone: REGENT 3298.



MEMORANDA
6 tins "Nugget" Boot Polish



Don't be put off with any other 'just as good' polish. You can get 'Nugget' at all good shops.

Make no mistake—insist on getting

"NUGGET" BOOT POLISH

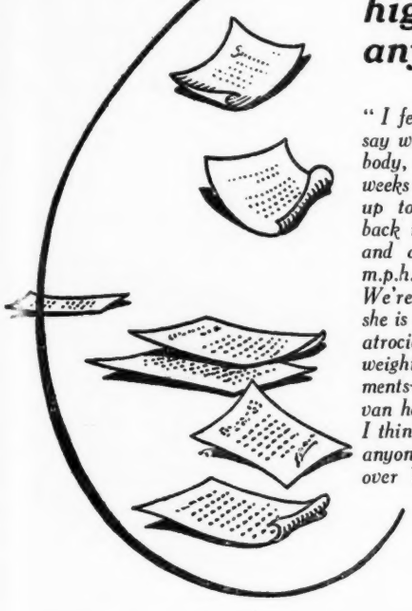
WHY 'NUGGET'? Because by *specifying* it or your order you make absolutely certain of getting the polish which gives a *quick* shine—a *lasting* shine—a *waterproof* shine.

'Nugget' is made in the following colours: Black, Brown (Tan), Dark Brown, Toney Red, and White for Patent Leather. It is sold everywhere in tins at 4d. and 6d. The 'Nugget' Outfit should be in every home. Sold everywhere, in metal case, at 2/6.

No. 810 C.F.H.

AUSTIN TWENTY
PRICES (at Works):
Touring £695
Coupé - - £850
Landaulet - £875

"From our Friends" .1.



"The highest testimony anyone can give"

October 7, 1921.

"I feel it due to you to write and say what I think of the all-weather body, supplied August, 1920. Three weeks ago we did 960 miles on her, up to the North of Scotland and back in 6 days—only one puncture and averaged comfortably over 30 m.p.h. with good and bad roads. We're up in Scotland again now, and she is daily on some of Scotland's most atrocious roads — carrying heavy-weights—such as 3 stags and oddments—as the knockabout American van has broken under this treatment. I think this is the highest testimony anyone can give—she has done well over 12,000 miles to date."

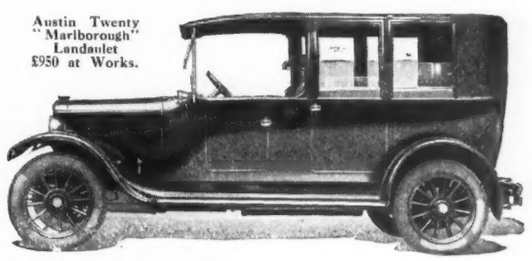
TRADE MARK REG.

The Austin

TWELVE & TWENTY

HERE is the evidence of one who has had a 12,000 miles' experience of the Austin Twenty on "atrocious roads."

Austin Twenty "Marlborough" Landaulet £950 at Works.



THE AUSTIN MOTOR Co., Ltd., Head Office: Northfield, Birmingham
LONDON: 479-489, Oxford Street, W.1; MANCHESTER: 130, Deansgate;
And at BRUSSELS *and* LIANCOURT.

"BP"

"Best Possible —thats all!"



MOTOR BP SPIRIT

Look for this Sign:

No. 1 is sold in the New Khaki Can.
No. 3 for Commercial Vehicles in the Blue Can.

British Petroleum Co. Ltd
22, FENCHURCH ST, LONDON E.C.3

users revert to the very unsatisfactory state of 1914. Mechanically propelled four or three wheeled vehicles are the only road-users that are condemned by law to display a red light to the rear. Thus a frequent cause of accidents and a real danger to everybody on the road at night is restored. In view of the fact that many cars, and especially commercial vehicles, are not equipped with powerful head lamps, their drivers find it often impossible to detect any road obstructions ahead until they are on them. A cyclist without a red lamp, or a horse and cart without similar illumination, is a danger not only to itself and to the motorist who may overtake it, but also to anyone who happens to be on the road at the moment of an actual or potential collision. Moreover, the practice of displaying a white light to the rear, which is often indulged in by cyclists and carts, is another source of danger owing to the confusion it causes in the mind of a driver actually overtaking, but apparently meeting, the other vehicle.

The forward lighting of cars, is now by law required only to include one lamp on the extreme off-side of the vehicle, it is not necessary that lamps should show the over-all width. As far as private cars are concerned, this alteration is likely to be of little consequence, for the motorist lights both side lamps automatically, whether they are electric or oil. But already we have seen heavy commercial vehicles and various horse-drawn vehicles with only one light, and the practice is unmistakably a highly dangerous one. It is improbable and all but impossible that regulations will be brought into force this year to restore the sensible lighting that has been necessary during the last year or two. But it is important that travellers should bear in mind that in some districts bye-laws are in force which have the practical effect of necessitating the retention of the lights that were universally necessary a few months ago. On account of the confusion that exists and the impossibility for everyone to know just what the local bye-laws may be in any district through which he is passing, the safest course for the motorist to adopt is to retain that lighting to which he has now become accustomed.

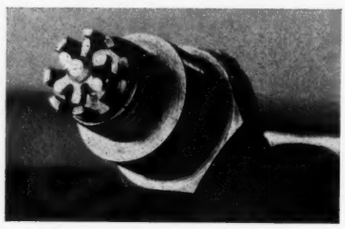
As a matter of fact, we were recently informed by a police sergeant in the Surrey area that to the best of his knowledge and belief lamps showing the over-all width of vehicles are still required. He stated that no formal instructions have been received to any other effect, and that, therefore, he and his colleagues were working on the assumption that no change has been effected in the lighting regulations as they affect motor cars. In the case of cycles and other vehicles, either a red rear lamp or a red reflex lamp was necessary in Surrey under a County bye-law.

THE VAGARIES OF SPARKING PLUGS

SPARKING plugs are the cause of far more trouble and annoyance than the average motorist ever suspects. It would be going a little too far to say that they are at the root of all evils, but the sparking plug probably exerts more influence on the behaviour of an engine than any other single component which is functioning at all. If trouble develops with the carburettor there is almost invariably definite evidence that the carburettor is at fault; a jet may be choked, or the fuel may not be flowing freely. When the magneto, or other source of ignition current fails, there is never any doubt as to what is the matter, but with sparking plugs things are different.

A plug may spark indefinitely when laid on the cylinder block for testing in the ordinary way, but when in the engine the cylinder to which it is fitted misfires and sometimes cuts out altogether. Here the cause is most probably faulty insulation in the plug. When the business end of the plug is subjected to only atmospheric pressure, the insulation is sufficient to force the current across the gap; but when the gap is subjected to a high temperature and pressure inside the engine cylinder, the current finds an easier path through the plug insulation, so that no spark actually occurs.

Recently, a car that we were driving developed chronic banging in the carburettor at fairly high speeds. The car was supposed to be capable of 60 m.p.h., actually 45 m.p.h. was its maximum. Everything seemed to point to faulty carburation and wrong timing of the engine, but in view of the fact that the setting of the carburettor was exactly the same as had given perfect results on a similar engine and that this engine was practically new, both timing and carburation seemed to be ruled out of court as possible explanations of the trouble. Finally the root of the evil was located quite



A PLUG OF WHICH THE POINTS REVOLVE TO PREVENT CARBONISATION.

Humber

Stand 124 Olympia

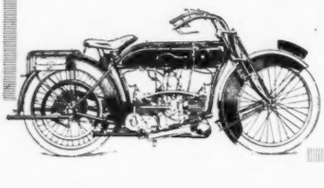
ON Stand 124 we are showing what has been described by outside critics as "Coventry's Finest Production" in motor cycles: the 4½ h.p. Flat Twin Solo Standard Touring Model, famous for its silence on the road and conspicuous successes in strenuous tests. We are also featuring the 4½ h.p. £100 Sports Model—a tempting proposition which should be inspected by all interested in this type of mount—and two Combination Outfits, handsome throughout and typical of Humber Workmanship.

4½ h.p. Flat Twin Solo Model - - £110
4½ h.p. Flat Twin Sports Model - £100
4½ h.p. Flat Twin Combination Outfit £144

The comprehensive and interesting range of Cycle models exhibited represent the accumulated experience of over half-a-century in the industry. They have no equal for sound reliability, distinction in appearance, and ease and comfort in riding. They range in price from £10 to £21 15 0 for the Beeston Humber, our model superb.



All models are finished in black enamel, relieved, in the case of the "Beeston," by gold lines, in other models by coloured lines, and all are built of the finest steel tubing.



HUMBER LTD., Coventry.
LONDON, 32, Holborn Viaduct, E.C.1.

Centaur NOT at Olympia

CENTAUR Co., Ltd., of Coventry, again hold their own Private Exhibition.

A CORDIAL invitation is extended to all cycling enthusiasts to inspect the Centaur Cycle Range for 1922, a special exhibition of which is being held at the Company's London Depot—21 Holborn Viaduct, from November 28th, and closing on the evening of the 3rd December. The Exhibition includes a wide range of attractive models.

Catalogues are obtainable from the Depot, and are worth a real study by all intending cycle buyers. If you care to do so you can purchase on the deferred payment system, and perusal of the Centaur Co.'s generous terms will convince you that nowhere can better terms be obtained.



BOOK A DATE FOR AN INSPECTION
YOU WILL NOT REGRET IT

CENTAUR CYCLE Co., Ltd., 21, Holborn Viaduct, E.C.

Engine Overhauling

SPECIFY

Laystall

FOR SPECIAL WORK including

Cylinder Grinding | Crankshaft Grinding
Scored Cylinder Repairs | New Crankshafts
Welding

THE LAYSTALL MOTOR ENGINEERING WORKS, LTD.
EWER STREET, SOUTHWARK, LONDON, S.E.1.

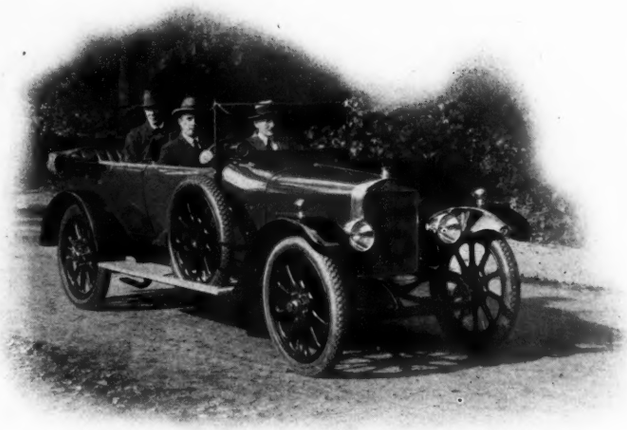
THE SUPREME
SUNBEAM

The Outstanding Feature of
The Sunbeam Company's Programme
for 1922 is that

NEW OVERHEAD-VALVE ENGINES

are Fitted as Standard to

ALL SUNBEAM MODELS



14. H.P. 4-CYLINDER FOUR-SEATER TOURING MODEL

In announcing their manufacturing programme for the present season, the Sunbeam Company wish to draw the attention of the public specially to the fact that they have now standardised entirely new overhead-valve engines for all their models.

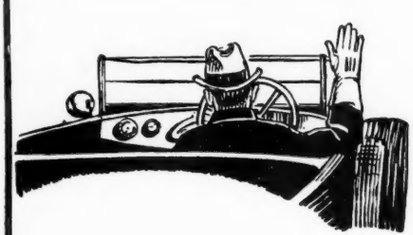
GREATER SPEED,
POWER AND EFFICIENCY

■

THE SUNBEAM MOTOR CAR Co. Ltd.
WOLVERHAMPTON

LONDON SHOWROOMS - - 12, PRINCES STREET, HANOVER SQUARE, LONDON, W.1
EXPORT DEPT.
MANCHESTER SHOWROOMS - - - - 106, DEANSGATE
Southern Service and Repair Works - 177, The Vale, Acton, London, W.3

SUNBEAM-COATALEN AIRCRAFT ENGINES 100-900 h.p.



What about your Brakes NOW?

The sudden stop—imagine the strain on the brakes—

Will yours stand the terrific pressure without faltering, seizing or burning out.

If you're not sure, *make* sure by fitting Ferodo Lining. Don't accept risks as "part of the game," play for safety always. Ferodo Linings are made from high-grade asbestos impregnated with a chemical bond which gives the material the durability of iron. It wears slowly and evenly, retaining its grip to the end. Its action is smooth—never slipping or seizing. It provides a completely reliable brake for all emergencies. Ferodo Linings are the original linings, and each foot is backed by twenty-five years' experience.

See this Name FERODO REGISTERED FRICTION LININGS *on every Piece*

"The Linings that make motoring SAFE"
Your Garage or Repair Man can supply.

FERODO, Ltd., Chapel-en-le-Frith: *Service Depots at London, Birmingham, Manchester, Belfast, Leeds, Bristol, Glasgow, Burslem, Cardiff, Coventry, Liverpool, Newcastle and Swansea.*

PR1

Designed for All Weather Conditions

IN addition to the many mechanical improvements incorporated in the new model (G. 3), a strikingly effective body has been designed for changing conditions, and The Service All-Weather Model of

The New
Albert

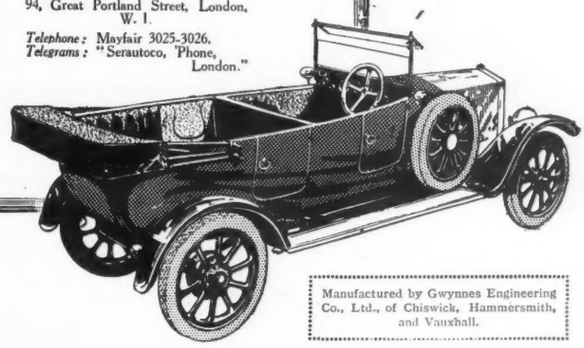
is in fine weather a handsome Touring Car, which can be converted in only *three minutes* to the equivalent of a Saloon Limousine, free from draughts and rattles. The curtains open with the doors, and when out of use fold away in a neat watertight receptacle under the running board.

This new model is not a compromise, but a definite and effective realisation of an ideal all-weather body.

May we send you a copy of our latest catalogue, which illustrates and describes this model which costs only £525, together with other attractive Alberts?

Sole Concessionaires:
THE SERVICE MOTOR CO., LTD.
94, Great Portland Street, London, W. 1.

Telephone: Mayfair 3025-3026.
Telegrams: "Serautoco, 'Phone, London."



Manufactured by Gwynnes Engineering Co., Ltd., of Chiswick, Hammersmith, and Vauxhall.

by chance, when one night the trouble developed more acutely than ever. Raising the bonnet disclosed an obvious escape of compression round the packing gland of one of the plugs. It turned out that the packing nut had worked slightly loose and when the engine was turning over at high speed the central electrode must have been touching the body of the plug, and also some of the parts of the plug had been getting incandescent. Tightening the packing nut, an operation which took about one minute, entirely cured the erratic running of the engine.

SUITING THE PLUG TO THE ENGINE.

Another aspect of sparking plug troubles is wrapped up in the vital importance of equipping each engine with the plug which is best suited to it. This sounds obvious, but it is a fact that probably 75 per cent. of the cars on the road are running with unsuitable sparking plugs. It does not follow because a certain plug is fitted by the makers of a car that it is the best plug for the engine; in fact we know of one particular light car which is habitually turned out by its makers with the very worst plug that it could possibly have from the point of view of its performance. The plugs cost probably 3d. less than a plug that would suit the engine, but in these days of "any old thing will do," the purchaser has to find out and rectify what is wrong at his own cost. The high efficiency hot running engine equipped with plugs that have thin electrodes, approaches very near to being a blot on civilisation. Its owner is a thoroughly dissatisfied user of the car and does his best to ruin the name of the car among all his acquaintances and it is surprising how a disgruntled purchaser can injure the reputation of a car, although he may be only one among hundreds of satisfied owners.

A plug with a thick electrode in a soft, woolly engine will always be oily, and who has not experienced this trouble on an American car which some owner has, in a moment of weakness, equipped with expensive British sparking plugs. He has been told that the so-and-so plug, which is very expensive, is the best plug made and has done wonderful work on Brooklands Track, or in the air, therefore, he argues, this is the plug he must have for my engine. He fits it, and either the engine or the plug is for ever after regarded by him as an absolutely useless proposition. The soft engine needs plugs with thin electrodes, because the relatively low temperature at which the engine works is not otherwise adequate to heat the electrode sufficiently to burn from it the oily deposit as soon as it is formed. If thick electrodes were provided in such an engine, they would conduct the heat away too rapidly for the oil to be burnt off. If thin electrodes be fitted to a high efficiency engine they rapidly become incandescent and cause pre-ignition.

A REVOLVING ELECTRODE.

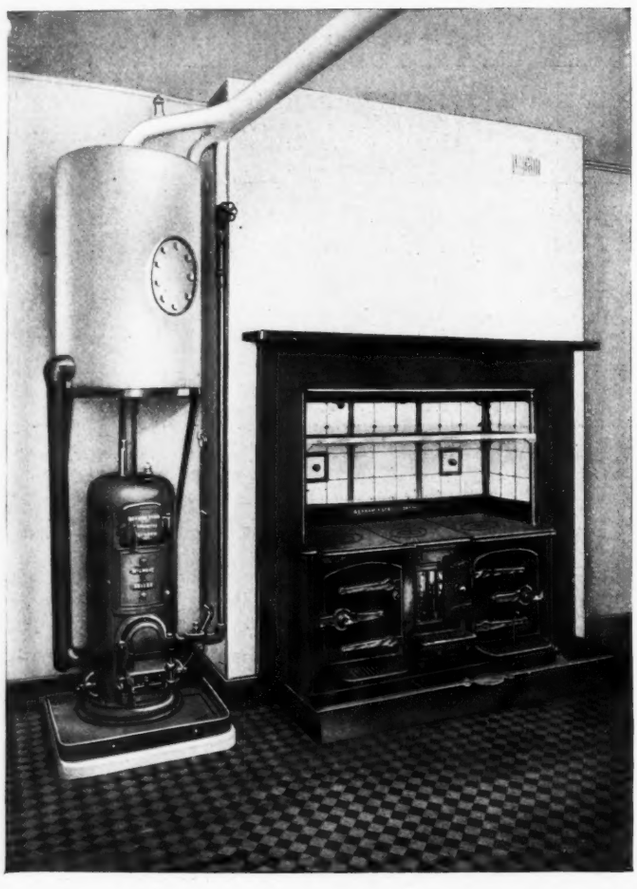
There have been many efforts to produce the universal plug and one of the most interesting is shown in the illustration. The idea underlying the universal plug is that while its electrode shall be thick enough to stand up in the hot running engine, some means shall also be provided to check oiling up. In the plug illustrated the central electrode terminates in a star which may revolve on the electrode pin. The points are extremely thick, consequently pre-ignition is highly improbable, and, as it is assumed the star turns round while the engine is working, oiling up is rendered practically impossible.

There are two criticisms to be offered against this idea, the first of which is connected only with the particular plug that we once had on test. In this plug the electrode star could not turn round because one of its points was too long, thus it would actually short circuit the current by touching one of the corresponding castellations on the body of the plug. The other objection is that it is very doubtful whether the star would continue to turn round when the plug had been in any engine for some time. Either the electrode spindle would become oily, or it would become so hot that it would be too tight a fit in the centre of the star. In either case, turning would be prevented and the function of the plug would then go unsatisfied, but the idea has possibilities.

SUCCESSFUL RECONSTRUCTION.

ALL our readers will, we feel sure, be pleased to hear that the Harper Bean reconstruction scheme has now received the sanction of the High Court, with the result that the manufacture of Bean cars will be continued and replaced on a satisfactory financial basis. It is, indeed, very significant that at a time when money has never been scarcer people have been found with sufficient faith in the future of the Bean car to contribute fresh capital towards its manufacture. For ourselves we are not surprised, and we shall always remember the very high opinion that we formed of the Bean car that was lent us for test purposes in the early summer of 1920. If all Bean cars are as good as that particular one their owners must constitute a very happy regiment in the army of motorists.

We understand that a few minor modifications have been incorporated in the design of the chassis since last year, but the body design remains substantially the same and retains what, in our opinion, is the best dickey seat ever fitted to a medium-priced low-powered car. Also the price of the Bean car having been recently reduced, it is in a striking class as regards the value for money that it offers. The two-seater, which can carry three passengers in the main seat and two in the dickey seat, now costs only £385; the four-seater, is £395.



THE "WIGMORE" SYSTEM OF HOT WATER SUPPLY

THIS system has been fixed by Messrs. BENHAM & SONS in several hundred Country Houses with invariably successful results; in most cases the former systems had been extravagant and ineffective, while the "Wigmore" System is economical and highly efficient. Any defective system can be tackled and experts sent by appointment to take the necessary particulars.

Messrs. BENHAM & SONS are also manufacturers of all classes of **COOKING APPARATUS** and of the **"PERFECT"** and other systems of Heating Apparatus.

BENHAM & SONS, LTD.

64 & 66, WIGMORE ST.

LONDON, W. 1.

Vauxhall
THE CAR SUPREMELY EXCELLENT

CLOSED-CAR ECONOMY

Below are given some particulars about Vauxhall cars bearing on the advantages offered to closed-car users

FIRST COST

The 25 h.p. Vauxhall costs but £800 for the fully-equipped chassis, and complete with a three-quarter cabriolet or landaulette body, £1 400. Comparison, taking quality into account, will show these to be very moderate prices.

RUNNING COST

The Vauxhall is a long-established make of car and its characteristics are *known*. Economy of upkeep is one. The working cost of a 25-h.p. closed Vauxhall car can be fairly gauged from the following particulars supplied by an owner:—

Distance	Weight	Petrol Consumption	Tyres	Replacements, etc
15,000 miles	34 cwts.	18·5 m.p.g *	10,000 miles† ...	1 piston ring Once decarbonised

* "Seventy-five per cent of the mileage in and about London, as I use it every day from my house to works.

† The original tyres did 5,000 miles unpunctured; they were then re-vulcanised and I turned them over to one of our light weight vans to be worn out. I then fitted Oversize Michelins, and have done over 10,000 miles without a puncture or trouble of any description, and am now carrying the two tyres from the back wheels as spares." G.E.L. (Ref. T.F. 755)

SERVICE

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MODES FOR THE RIVIERA POINT THE WAY

HOUSE FROCKS FOR THE WINTER. FASHIONS IN BLACK.

ALTHOUGH it is rather betimes to consider Riviera gowns, the *couturières* are so extraordinarily well equipped with advance modes that, as usual, are characterised by great novelty that a small dissertation may perchance prove useful. The styles accepted and worn by the fine folk on the shores of the Mediterranean are invariably assured of a future success for the spring over here; and it is always a wise procedure for those who have only a limited dress allowance to be a little in advance rather than behind the moment in dress.

Prominent among the Riviera novelties is the convertible coat-frock, which promises to have a *succès fou*, in white cloth and white *Marocain* for those youthful enough to dare the *blanche* note, and in black, brown and dark blue for others past their first youth. All are built more or less on straight, slim lines, variety being brought to bear by long, flat bodices; bodices that pouch aggressively at the back, or else more moderately all round. Sleeves also are endlessly varied and fanciful, while the convertible touch comes in with high detachable fur collars which, when removed, reveal a shallow, round *décolletage*—a detail that at once renders the gown suitable for the house.

Another fancy, finds expression in short sling capes, to which the same high collars, though not necessarily of fur, are attached. A white *Marocain* after this style, trimmed white silk military braid, had a cloth cape similarly adorned. And a black *Marocain* was finished with a short, round, Puritan cape mounted with a high collar of chinchilla.

Foulard is disposed to play quite a conspicuous rôle in these Riviera confections, more particularly in the guise of decorative relief. For lining floating panels, wide sleeves, coats, cloaks and little coat-frock capes, foulard of artistically patterned and coloured character is a fabric as yet to be reckoned with.

Many exquisite wrap-cloaks have been evolved for the South, the most sumptuous being fashioned of chiffon velvet. One in that lovely shade of caramel brown, that has just a suspicion of red in it, was arranged with a long Magyar upper part, on to which the skirt was slightly gathered, the join concealed by a band of kolinsky fur, of which the handsome shawl-shaped collar was likewise made. With the arms held close, the fronts draped across the figure, the hem preserved a perfect level, whereas with the arms dropped the sides fell into a sharp point that gave at once a totally different aspect to the whole affair. And the *doublure*, equally exquisite, was of satin striped brown *Marocain*.

There appears also to be quite a craze for little chemise frocks of black and coloured velvet, some whereof have long, close-fitting sleeves, and others scarcely any sleeves at all, the skirts in many instances taking a pronounced dip either side. A few are shown buttoning high to the throat, but they have a stuffy, unattractive look, the shallow, round *décolletage* being infinitely more pleasing.

A particularly representative example of what is being worn for afternoon and *thés dansants* forms the subject of the adjoined picture. It is suggested that this shall be expressed in black chiffon velvet, a sash of the same being draped rather closely around the hips and ending its career with long ends in front. On these ends there is worked a *broderie* in beads of many colours, while round the hem, *décolletage* and sleeves there are posed narrow bands of grey fur, preferably that clever plagiarism of chinchilla. Or in nigger brown velvet, beaver fur and a *broderie* of dull gold and steel beads an equally pleasing harmony and appearance would be obtained.

Other tasteful little frocks are of crêpe de Chine and brocaded satin. An especially seductive model, curiously enough, designed for a young girl, was of black satin woven with a small gold design at wide intervals, this, akin to so many, of the chemise type of frocks, slipped on over the head, a wonderful girdle of cut-jet plaques and gold beads holding the fulness lightly to the figure; while at either side there occurred the quaintest little pocket *mouvement* that contrived to give that ubiquitous dip at the hem.



BLACK IN A CHARMING GUISE.

An afternoon or Thé Dansant frock of black chiffon velvet, trimmed with grey fur. The ends of the hip-draped sash are embroidered in many coloured beads.

The wearer was tall, stately, fair haired and carried this frock off to its very best perfection.

For restaurant wear and the tables, black again promises to be extensively adopted. Perhaps the most telling of these creations have long pouched bodices of pailletted net so closely worked over that they are almost *cotte de mailles*, the skirts being either of tulle or lace or the two mingled, or swathed draperies of satin beauté. Similar bodices in coloured *paillettes* are likewise being shown, these frequently in shaded schemes; grey shading up to black, mauve to pink, yellow to flame, and so on.

Far and away the most artistic black toilettes, however, are those made of filmy Georgette, the almost high bodices clear from the figure line, and cut in one with floating wing sleeves, the *jupes* resolving into clinging draperies below the waist, a short, wispy train often emerging from one side. An attempt is being made to bring in the vogue of coloured lace mounted over a black foundation. But the effect of this alliance is far more peculiar than pleasing, and only the very few are likely to adopt it.

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FROM THE EDITOR'S BOOKSHELF

The Fugitive, by Rabindranath Tagore. (Macmillan, 7s. 6d.)

THERE is nothing to indicate who translated these short plays and mystical or allegorical pieces, but it surely cannot be that the hand which made a thing of charm out of the author's last published book, "Glimpses of Bengal," is responsible for the present work. "Darkly you sweep on, Eternal Fugitive, round whose bodiless rush stagnant space frets into eddying bubbles of light." That is the first sentence in the book, and, alas! it is pretty representative. We can see (after several readings) that in its original form such a thought may have had imaginative beauty; but when it has been so bludgeoned ("round whose bodiless rush . . ." yes, the word is not too strong) into English, it becomes difficult to understand, impossible to enjoy. Sometimes, even, a sentence is not English at all: "The road, that ever lies along like some one with ear to the ground listening for footsteps . . ." "Come, wife, it is time we . . . spent our remainder lives in the seclusion of some peaceful pilgrim shrine." Careful reading, in fact, revealed only three passages in which thought and word so mingled their separate parts as to create the whole, art. One was a brief allegory of a king, a general, a high priest and a clown; one a woman's appeal to her lover, beginning, "Love's insight is divine"; and one the vivid picture of another woman, who turns her head to throw her lover a swift glance of farewell. "This was her last gift to me. But where can I keep it safe from the trampling hours?" These passages come to life in the reading by right of their own emotion, which they have brought safely through the door of the translator, that perilous door that so often takes for motto, "Abandon hope, all ye who enter here." At the other end of the scale, however, we get such a sentence as this: "The migrant world cries with a myriad voices, 'Not here, but somewhere else, in the bosom of the Faraway.'" "Bosom of the——"? For a moment that distressing phrase cheats us of the memories knocking for entrance; but the next they come, thronging: "The desire of the moth for the star . . ." "O joy! that in our embers . . ." "I felt through all this fleshly dress . . ." And so on. No, it will not do. Probably, almost certainly (unless *The Fugitive* should be early work, only now collected), the fault is wholly in the translation; nevertheless—there is no getting away from the regretful sigh—it simply will not do.

One Woman, by Alfred Ollivant. (Allen and Unwin, 8s. 6d.)

IN this book, "The Second Part of a Romance of Sussex," Mr. Ollivant continues the narrative begun in "Two Men." Unfortunately, he has one or two axes to grind, so whether the reader enjoys his book will depend on whether he or she can bear the insistent noise of the grinding. No breath, moreover, of those winds of the spirit now blowing about the world seems to have reached Mr. Ollivant, and this gives an oddly old-fashioned air to the book, notwithstanding that in its first chapter we are in the year 1908, and that the most modestly prophetic soul among us may opine without hesitation that before the end we shall be in the war. Mr. Ollivant's *One Woman* is by no means everybody's woman; we grow, for instance, a little tired of the way in which her author draws on the animal kingdom for his illustrations at critical moments of her history. She seems to be always "rousing slowly . . . like a hind from her lair in the bracken, and sniffing the air at the approach of the antlered stranger," or else "the lioness in her, roused by conflict, had made her fierce and formidable in any battle." And her lovers are too apt to be described as champing boars or red-eyed weasels, designations that somehow do not sit comfortably upon the persons of twentieth century engineers or chauffeurs. Mr. Ollivant's dialogue, however (that rock upon which so many a novelist founders), is unquestionably good. His characters talk with naturalness, simplicity and shrewdness that over and over again make us forget the dislike we felt for them while they were being described. Now and then, too, we come across a delightful plum of epigram. Here is one. "Discipline is one thing and tyranny is quite another!" cried Mrs. Lewknor, with flashing eyes. "It is," he said in his detached way. "Discipline is pressure you exert on somebody else. And tyranny is pressure exerted by somebody else upon you."

Vocations, by Gerald O'Donovan. (Secker, 8s. 6d.)

MR. O'DONOVAN'S book will probably hurt a great many people's feelings—it is a history of chicanery and folly among a community of Irish nuns and their spiritual advisers—but, if he is sure of his facts, that in itself constitutes no reason why he should not have published it. The two nuns in whom the interest of the reader is centred are Kitty and Winnie Curtin, daughters of Tom Curtin the publican, educated as ladies with the convent, partly as a matter of superstition and partly as a matter of social advancement always in their mother's plans for them. Winnie, who is a weak-minded sensualist, makes a contented and absolutely unspiritual nun; Kitty, a far finer, more vitally alive character, finds out her mistake—rather absurdly late in the day—and fights her way out into the world again. The book is a history of her struggles. It is not, as Mr. O'Donovan treats it, an ideal theme for a novel, but it has a peculiar interest of its own and is well worth reading, though scarcely as an amusement.

BOOKS WORTH READING.

FICTION.

Made to Measure, by Mrs. Henry Dudeney. (Collins, 7s. 6d.)
Crome Yellow, by Aldous Huxley. (Chatto and Windus, 7s. 6d.)
Guinea Girl, by Norman Davey. (Chapman and Hall, 8s. 6d.)

POETRY AND DRAMA.

Oliver Cromwell, by John Drinkwater. (Sidgwick and Jackson, 3s. 6d.)
A Dish of Apples, by Eden Phillpotts. (Hodder and Stoughton, 6s.)

MISCELLANEOUS.

The Van Eycks and their Followers, by Sir Martin Conway. (Murray, 44s.)
Charterhouse in London, by the Rev. Gerald S. Davies. (Murray, 25s.)
India, Old and New, by Sir Valentine Chirol. (Macmillan, 10s.)
What We Want and Where We Are, by W. A. Appleton. (Hodder and Stoughton, 6s.)
Greenland by the Polar Sea, by Knud Rasmussen. (Heinemann, 36s.)

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NOTED for REFERENCE

GIFTS OF LASTING VALUE.

NOW is the time when attention has to be turned to the subject of Christmas gifts. Most of us are tired to death of the ordinary run of presents, and the booklet "Gifts of Distinction and Utility," issued by the Birmingham Guild, Limited, of Great Charles Street, Birmingham, and 28, Berners Street, London, W.1, will be of invaluable assistance to many people in making their choice. It might be assumed that presents so excellent in design as those illustrated here and so permanent on account of the material in which they are executed would be correspondingly expensive, but the beautiful things in the Birmingham Guild's catalogue are remarkably cheap in price when their quality is considered. An excellent wrought copper hot-water jug standing 7½ins. high is only 50s., brass candlesticks of different design are priced at from 10s. 6d. to 18s. 6d., a really beautiful wrought bronze flower-pot costs only 7os., and quite a novelty is the bronze flower or fruit bowl with brass feet, priced at 37s. 6d., which will appeal to everyone of fine artistic perceptions by the extraordinary simplicity and purity of its line. Trays in wrought bronze, and inkpots and ash trays of turned or raised brass are other excellent ideas for presents, and silver-plated and enamelled trays suitable for use as *bonbonnières* or ash trays will make equally charming gifts. Among cheaper but no less delightful presents may be noted a nursery tray, at 5s. 11d., on which, on a black background, a procession of brilliantly coloured animals disport themselves.

BARGAINS IN JEWELLERY.

An opportunity of acquiring on unusually advantageous terms the jewellery, gold or silverware required for gifts or for personal use, is presented by the sale now taking place at Messrs. Percy Edwards, Limited, the well known Court Jewellers of 71, Piccadilly, W. Messrs. Edwards are retiring from business at the end of the year and the necessity for disposing of their stock is the only reason for the reduction of 25 per cent. which is being offered on all goods. Nothing has been added to the stock for the purpose of the sale and those who know how well worth the money were this firm's goods at any time, will realise what bargains are to be got after this big reduction. Readers will be well advised in making a call or writing at once for a sale catalogue.

ON BEHALF OF THE CHILDREN.

Every hospital is in need of money in these days, but distress is particularly acute at the East London Hospital for Children, Shadwell, E. The nursing staff have therefore decided to hold a Bazaar on Tuesday, November 29th, which will be opened by Her Grace the Duchess of Portland. It is to be hoped that all well-wishers of the Hospital will be able to pay it a visit.

THE KING'S INTEREST IN ST. DUNSTAN'S.

The King has once more shown his interest in the welfare of those of his soldiers and sailors who were blinded in the war by granting them the use of the Royal Box at the Albert Hall, for Sunday afternoon concerts. Many of the officers and men who are still at St. Dunstan's, and those who have left, but are still living in the London area, will derive great pleasure from this kindly act on His Majesty's part.



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Our illustration represents one of the three articles designed and made by Messrs. Mappin and Webb (158 to 162, Oxford Street, W.) and presented in London to the officers of H.M.S. *Durban* on November 8th. The presentation was made by Sir Edgar Walton, the High Commissioner for South Africa, and was subscribed for by the Mayor, Corporation and people of the City of Durban. It comprised a fruit and flower stand, flower stand and oak plaque.

A NEW TOILET PREPARATION FOR MEN.

Every man who shaves should be interested to hear that Messrs. Dubarry et Cie. (81, Brompton Road, S.W.) have recently put on the market the "Debonair" Shaving Milk. It is put up in a charming little bottle and sold at 2s. 6d., and does away with all the rubbing and scrubbing with soaps and shaving sticks, a few drops on a moistened brush being all that is required to create a splendid lather. Messrs. Dubarry's excellent toilet preparations are so well known as to guarantee a wide public for their latest speciality.

NEW BRANCH OF THE OLD WORLD GALLERIES.

The Old-World Galleries have just opened a new branch at 4(, Knightsbridge, S.W., for the convenience of their clients in the south-west district. At these premises, besides their usual interesting collection of farmhouse furniture, the Old-World Galleries are making a speciality of antique bedsteads of all periods.

MAYFAIR FLOWERS.

No one will ever expect the artificial flower, however good, to outrival or even equal the real thing, but that a very great degree of beauty can be reached by it is proved emphatically in the Annual Exhibition of the Mayfair Flower Makers at Messrs. Marshall and Snelgrove's (Vere Street and Oxford Street), to be held this year on November 29th and 30th. The collection includes flowers for decoration, millinery and dress.

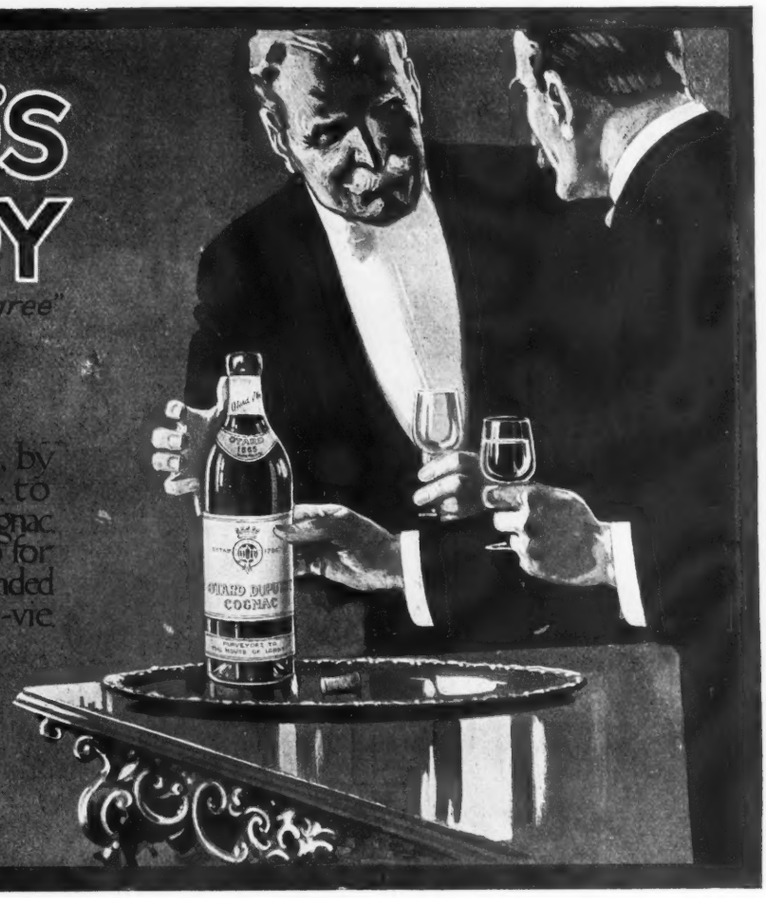
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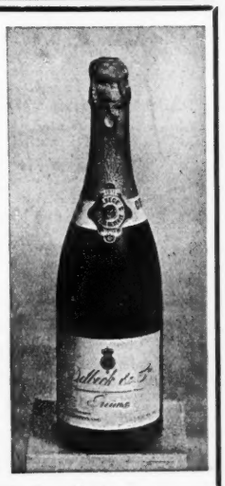
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ARMS AND ARMOUR

THE WEEK AT SOTHEBYS'. OLD ENGLISH SILVER.

A MOST important series of autograph letters and historical documents comes under the hammer at Messrs. Sothebys' on December 5th and the following day. The most interesting portion is the letters of Horace Walpole and Thomas Gray, the poet, and their friends and contemporaries. Extracts from Walpole's early letters were commented on in COUNTRY LIFE of November 19th, page 642. Others are of great interest in connection with the company at Twickenham, and the Strawberry Hill Press, while his pathetic letter to Hannah More in 1796 is in a shaky hand and, probably, his last communication. Of the letters of Gray, who was one of the best letter-writers, there are over a hundred. A fine series of letters deals with the Jacobite rising in 1745, throws a good deal of light on many of the incidents, and there are many Naval papers dealing with Admiral Sir William Cornwallis (1746–1819) at a very critical time in the history of this country. But the most remarkable letter of all is by George Washington in 1754, addressed probably to Governor Dinwiddie, in which he speaks of "the most trifling pay that ever was given to English Officers the glorious allowance of Soldiers' dues—a pound of pork with B[read] proportionably p[er] day." Here, too, is the laudatory letter written by Maria Edgeworth to the author of "Waverley" immediately after the publication of the novel.



SUIT OF FLUTED ARMOUR.
Nuremberg, *circa* 1530.

On the same day they sell the Fayle collection of naval and military medals and accoutrements, including the very rare Naval General Service medal, one bar—Boat Service, February 13th, 1810, and other General Service Medals, 1793–1814. Of the East India Company's medals there is an extremely rare Monghhyr Mutiny Medal, 1766, and the Ceylon, 1795–96, which is very rare. There are some very well preserved groups of medals, one including the Victoria Cross, a great many regimental medals, and a fine series of Irish Volunteer Medals. Here is a unique collection of Irish Volunteer buttons, many helmets, shakos, pouch-plates, waistbelt clasps, shoulder-belt plates, epaulettes and other accoutrements.

Armour and weapons, the property of Dr. Ferdinand Forster of Berne and Captain Luttrell Byrom, are to be disposed of on December 7th. There are two complete suits of armour, of which we illustrate one, the property of an anonymous owner. It consists of a very fine closed helmet, entirely fluted over the skull, opens down the sides, and has a bellows visor with twelve slits for breathing; a gorget made of three pieces, the front and back decorated with perpendicular fluting, and three lines of roping at intervals; a breast-plate of fine globose form decorated with fluting and beaten-up lines of roping. Just below the large cable turnover across the top are the letter W and the mark of the Nuremberg Guild. A backplate, a large-size right pauldron, with rere and vambrace, is cut away at the armpit to give the lad's arm more play, the inside of the arm being defended by narrow lames moving with great freedom. In the left pauldron there is no cutting away at the front. The gauntlets are free and of easy movement. The thigh plates are in two pieces, while the jambs fit with great exactness. The *sabbotons* have a large toe-cap 5ins. across. This was a suit made for facile movement, about 1530. It is traditionally said to have been made for the Prince of Wales by Wilhelm von Worms. In the illustration, there is a two-handed sword with pear-shaped pommel and leather-covered grip, with drooping quillions and two side hooks. Another very fine suit of the Maximilian type is the property of Dr. Forster. Some fine swords, daggers, crossbows and other weapons make a very interesting sale.

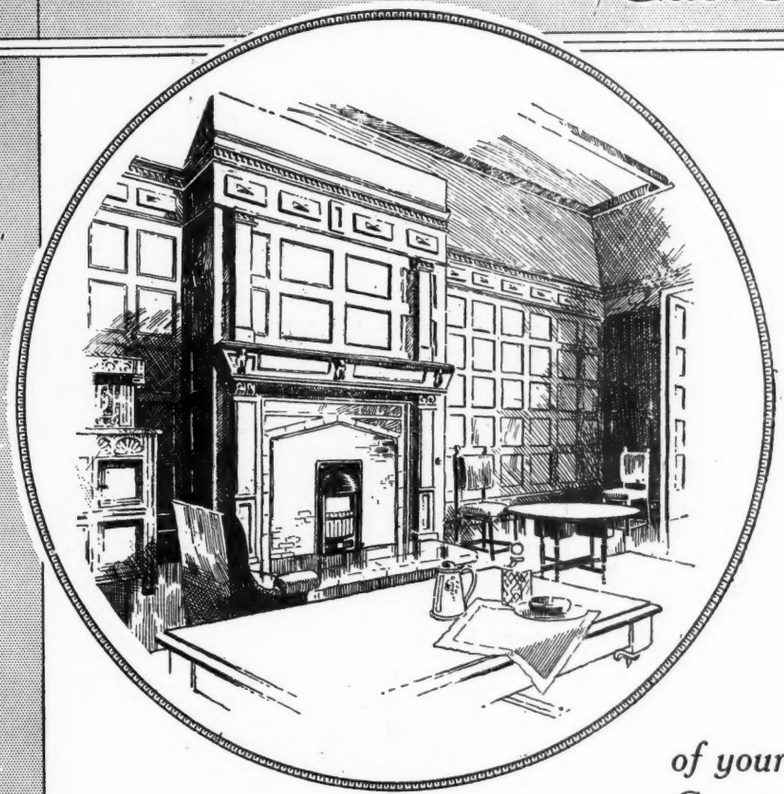
On December 7th Messrs. Sothebys' also sell the first portion of a collection of engravings, the property of the late Dr. William Odling. It consists of line-portraits by English, French, Dutch and German engravers of the early school, and includes a proof of Shakespeare's portrait by Houbraken, and Oliver Cromwell by Van de Velde, with a series of etched portraits by Van Dyck.

Sale prices seem to be much on the same level as at this time last season. At Christie's picture sale on November 18th the collection of the late H. R. Barnes of St. Petrock's, Llandudno, was disposed of. A fine woodland subject by J. Linnell, painted in 1869, brought 150 guineas (Agnew); "The Canal Jump on the Ouse" by Mark Fisher (1875), 115 guineas (Sampson), who also gave 90 guineas for "The Harbour, Marseilles," by W. Callow. Laura Alma Tadema's small panel—it measured 8½ins. by 5ins.—entitled "The Dance" brought 69 guineas (Sampson); "Sunny Hours," by G. B. Turriglia, 155 guineas (Caird); and "Challenged," by John A. Lomax, 69 guineas (Sampson). A fine example of the work of D. Y. Cameron entitled "The Valley" realised 240 guineas (Pawsey and Payne), while the successful bidder for the three-quarter portrait group of the twin daughters of Mr. Thomas Rolls Hoare, afterwards Lady Sydney Eardley Wilmot and Mrs. Hugh G. Gough, was Mr. D. Croal Thomson at 240 guineas. It was painted by Sir John Millais in 1876 and exhibited at Burlington House in 1898.

Etchings by Sir F. Seymour Haden, Zorn and other masters of the modern school will be disposed of at Messrs. Puttick and Simpson's on December 8th, while on the following day they sell the drawings, diaries and papers of the late Joseph Farington, R.A. (1747–1821). A selection of heirlooms belonging to the Farington family came under their hammer on November 24th. They included a Georgian plain fiddle-pattern table-service weighing over 187oz., a Queen Anne flask, 1702, with the Farington arms, the George III tea-service and other pieces of silver presented by the Royal Academy to Joseph Farington in grateful acknowledgment of his disinterested services in the office of auditor, William and Mary cylindrical coffee-pot with domed cover by John White, 1697, and another made in 1718, of 24oz. In the same sale appeared an Elizabethan stoneware jug, modelled with dancing figures in arcades and dated 1597, with silver mounts, a coat of arms and the motto "In Vita Fortuna," a quantity of Georgian silver and Sheffield plate.

Important Burns' manuscripts are coming into the auction rooms this season. Some most interesting documents written and signed by him were sold by Messrs. Knight, Frank and Rutley on November 18th. "Nithdale's Welcome to Terreagles," a poem of sixteen lines, brought £50, but the highest price was obtained for an autograph letter to James Smith wherein Burns writes of his intended emigration to the East Indies—a catastrophe happily avoided—for which £179 were paid. With these was a poem in thirty-two lines entitled "Glenriddell Hermitage, June 28, 1788," which appeared in final form as "Verses in Friars Carse Hermitage." It went to Mr. Frank Sabin for £145. D. VAN DE GOOTE.

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MY EXPERIENCES AS A LOADER

By Max Baker



SPEED WITHOUT HASTE.

THERE are some people who think that because they can shave themselves they can shave other people, but there are others who know they cannot, because they have tried. Very much the same sequence of ideas has passed through my mind after my virgin attempt to act as loader on the occasion of a big shoot. At the end of the first day, when I hoped I had acquitted myself reasonably well, an old keeper with whom I walked some of the way home scattered my fancies by saying: "Anyone can see as you ain't never done a day's loadin' afore." I could not have been much out in the mere manipulation of the weapon, also, when a pair of cartridges have to be loaded they find their way into the chambers with commendable celerity. No: the whole thing confirms an old theory of mine that you cannot appear what you "ain't." Even my conversation gave me away. There must be a finicky something in my tone of voice, as was proved by the "sirs" which greeted my self-introduction to various other helpers. By way of consolation was the discovery for the first time in life that I was something superior, a clear rung higher than the beaters, bread and meat sandwiches instead of cheese, ale fron a jar instead of a barrel, glasses instead of horns, with always a sort of barrier surrounding our little coterie which no beater attempted to cross.

The purpose of the trip was to witness, in the least conspicuous rôle possible, the shooting of a very interesting series of coverts. My duty was to load for the host, who, so far as shooting was concerned, was taking a species of off-day. The study of his leisure hours has been the conditions which induce a pheasant to fly its best, and as he is a practical forester he has constructed or else altered the majority of his woods so that they shall best serve their incidental purpose. He has worked with a particularly free hand, for most of the paternal acres are so poverty stricken in substance that no disservice to agriculture is perpetrated by the planting of coverts wheresoever they may be deemed desirable. In fact, the very ground plan which is most favourable for shooting supplies the fields with much-needed shelter. Our first morning, for example, comprised a series of beats through narrowish coverts forming an approximate square, so enclosing and protecting a nice area of well cultivated land. We took the birds from covert to covert, across intervening gaps, each intersected by its tree belt, with the effectively screened line of guns beyond. Much of this is routine in the handling of pheasants, but the special subject of study was the splendid way in which the birds were got high up into the air over land having no natural advantages in the way of hills and valleys. I was, in fact, rather inclined to conclude that these are a disadvantage, for while they produce a good rise here and there, they promote negligence in places which might easily be improved.

Here, a narrow covert having an abrupt termination would be slowly driven lengthwise, the birds at the usual stage getting up to fly to the next covert, in the process leap-frogging over a more or less dense cross-belt of trees. This with detailed variations was what we did for three whole days. Never, except in one instance of mild insubordination (duly reproved), was the line of guns visible from the flushing point. They were set far back and fully hidden. A pheasant when once well on the move seldom turns back; what it does on spying danger is to increase its already high elevation by a further steep climb, so realising to the full the ideal of high birds. The host and myself—for, of course, it was a joint task—supervised the working of every drive. It was not a difficult undertaking, for each beater knew his particular duty, working upon an ordered plan which I understood had been committed to writing.

Occupying one of the flank positions, our main pre-occupation was to watch where the birds were breaking, from time to time to order a temporary halt at one or other end of the line; in fact, to act as eyes to the beaters who could not themselves witness the progress of their work. One little omission we noted for future guidance. The first bird to get up invariably got past the somnolent gunners without the salute appropriate to its rank. Our duty was clear: we must in future fire a warning



W. A. Rouch. WHEN THERE ARE TWO LOADERS AND THREE GUNS. *Copyright.*

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shot to interrupt their slumbers. Once they had awakened to the fact that the drive was approaching its culmination, I must admit, they did shoot really well. From our position at the end of the line we could see nose-dives opposite every stand. As always, there was an easy best of the party, but so high was the average that you could not invariably locate him by watching the birds.

Loading is very simple. You just stand close up beside your man, chase him in his rushes, gyrate with him when he turns, and the moment he removes his left hand from the gun slam the other hard into the palm. The gyrating business is, I have since learnt, as unorthodox as some of the habits I have inferentially attributed to my man. But the trouble is that our great writers on shooting have one and all treated the loader as a sort of automaton, contributing no special share to the result and unworthy of special notice. In point of fact, he is an extremely important person, and can make or mar the reputation of his partner. What is wanted is a code of rules for loaders; what they should do and not do—and for guns the same sort of instruction. Personally, I favour the gyrating business, for it leaves you certain on which side to effect the exchange of guns. Never to know whether the left hand will be put out for a right-hand exchange or the right hand for a left-hand exchange is somewhat confusing—at any rate to the novice; but I am told that the hall-mark of perfect loading is that the empty cases shall be ejected into a compact heap.

On the occasion under notice I was strictly forbidden to operate the safety bolt before handing over the gun, and several chances were foozled on this account. Pugh, King Edward's loader, in narrating his experiences many years ago, told me that this little service had in his case unfailingly to be included. So where are we? Personally, I cannot see the slightest danger in handing over a gun ready to fire. I shot for years with a pair of guns of which I had rendered the safeties non-automatic and used them with the help of at least a dozen different loaders, yet never experienced the slightest semblance of a fright. By the way, the code ought to include some sort of instruction as to the changing of guns when only one cartridge has been fired. My own practice was always to hold on, ready to use the left barrel until quite certain that the loading of the other had been completed, and even then to delay exchange until there was evidence of a lull in the arrival of birds. In such circumstances a clean left-barrel kill, followed by a rapid exchange with the now calm and collected assistant, would often result in a nicely accomplished right and left, making three in all. But try to force an exchange before your loader has a chance of being ready, and confusion results. Yes, we badly want that code of instructions.

All the most interesting people in the neighbourhood were present on this now historic occasion. I am not referring to the guests, though the remark equally applies, but to the miscellaneous crowd which ministered to their enjoyment. I could converse with all and sundry unembarrassed by the barrier which usually obstructs free intercourse. The two most notorious poachers of the district, Long Bill and Little Bill, entered into animated discussion as to the iniquity of the game laws and the unfairness of including in the day's bag any rabbits they might happen to knock on the head while walking the fields. Then there was the youth who had drawn sixty-four weeks' out of work pay, the head forester of a neighbouring estate, with a dozen or more other types who became a happy brotherhood under the magnetising influence of sport. In my own particular circle I gained a number of useful hints as to the care and management of one's wardrobe, for I forgot to say that by the second day I had reached the stage of "No, thanks, old chap," if I offered a cigarette which was not needed. True, I could not drink beer fifteenth in rotation from the same glass, but that infirmity I debited to my doctor. Perhaps the greatest treat of all was to witness the head keeper playing the part of genial host, his jovial colloquialisms being showered on everybody, myself included, so showing that he did not remember my visit to his cottage not so very long ago in company with his master.

This account has perforce not included any detailed reference to the serious observations made during the visit. Uppermost in mind at the moment is three long days spent under conditions when to sit down or even recline on a mossy bank would be a dereliction of discipline. A loader must be incapable of exhaustion, and if he fails in attaining this high standard he must conceal his infirmity. To me, weary to the world, in the fifth or sixth hour of continuous standing, to be sent into the middle of a field to await my man and meanwhile to act as scarecrow for checking any leakages on that side of the covert was a trial indeed, but one made well worth the suffering imposed by the valuable instruction gained during the periods intervening between the placing of the guns and the first flush of birds. As we invariably occupied a point of vantage the whole plan of operations was revealed, from the first gathering in of the birds to the breaking back of the last obstinate cock. And all the while I had the satisfaction of being a cog in the machine instead of an unwanted spare part.

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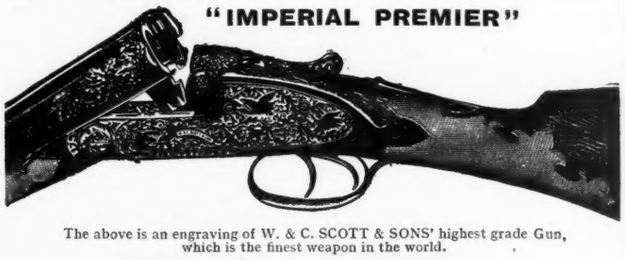
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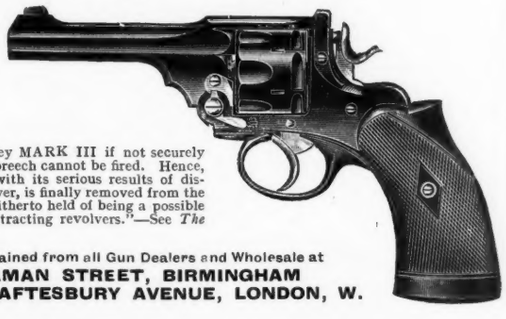
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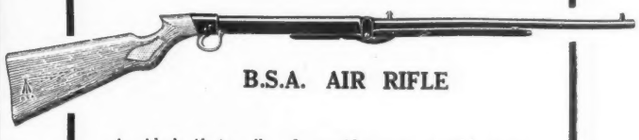
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My previous statement pre-supposed the existence of an estate and an owner interested in its sporting amenities. The farms are let on the ordinary agricultural agreement and the woods exist as planted by a previous generation. The question then arising is the cost of one, two or three thousand head of game, according to the quality and extent of the estate and the effort contemplated. There is no gainsaying the fact that shooting opportunities, whether exercised by the proprietor or let to a tenant, are a valuable consideration. What is it that makes the undeveloped mine a yielding property? The answer is, of course, management; and management can be good or indifferent, with proportionate effect on the yield. If the proprietor is the manager as well as the capitalist, he as near as may be covers his expenses from the market value of the game secured and takes his profit from the sport and entertainment of himself and friends. If the shooting is let and is good it commands a high price, especially if the letting includes management. If the management is undertaken by the lessee, its quality and cost depend on the accident of personality. That is why very remunerative prices are paid for managed shoots of a guaranteed quality depending only on the variation of seasons. In this sense shooting is a valuable commodity entirely apart from, and independent of, the fact that game sent to market is food produced under economic conditions. The estate which provides the raw material of shooting and is undeveloped in that sense represents a waste that ought to be discountenanced, and this stricture includes unkeepered land which produces its bare total of game and is shot bare as far as effort can accomplish on the opening of each season. Just as tourist resorts live by their ability to dispense health and recreation, so should the sporting capacities of an estate be developed to the full when the owner is himself indifferent. At present the administration of shootings is not a recognised profession for gentlemen to engage in, but it has many attractions, not least among which is that it supplies opportunities for indulging in a form of existence at present restricted to people of means.

FEEDING PARTRIDGES DURING THE WINTER.

Somebody who takes a particular interest in these notes advises me to rub in the ecessity to take especial care of the partridge stock during the coming months. There never was a year when ploughing so early buried the plentiful stores of grain and seeds in the stubbles. This concentrated activity has been associated with a scarcity of refuge places at which the birds could foregather when in need of rest and quietness. In consequence they have become exceedingly wild, so that the most energetic of shooting parties have failed to secure the proportion that is considered available. In most seasons some attention must be paid to the necessity for leaving a sufficient breeding stock, but to-day there is in many places a superabundance, especially having regard to the slender supplies of provender for winter keep. Whether the winter may prove hard or open, some assistance should be given, especially during those spells of cold when the ground carries a hard crust. Those who have devoted the bulk of their attention to partridges are amazed at the general belief that this bird can fend for itself during the winter, no matter what the conditions may be. The pheasant they treat generously, while to the partridge they begrudge that modicum of assistance which will not only keep it alive, but enable it to enter the next breeding season in that state of abounding health and virility which alone ensures a satisfactory result. By the act of Providence our stock of partridges has at one single effort recovered from the effects of the war period, and this at a time when far-reaching changes have diminished the precedence formerly enjoyed by the pheasant. In the partridge we have a game bird of unexceptionable utility to the farmer, and so largely independent of artificial aid as to be deemed entirely self-supporting, yet it dies in its thousands for want of that small trickle of corn which costs so little and is so easily spread.

AN ASPERSION UPON THE LABRADOR.

The other day I had an interesting chat with a man who had just emerged from his first experience as a judge at field trials of sporting dogs. His qualification consisted in a lifetime devoted in the main to what may be termed solitary sport. He never could abide towns, so, endowed with abundant leisure and sufficient means, he has indulged his love of shooting to the full. Being an ardent lover of the rifle, he hardly knows a close season. The stalking of young rabbits in the summer, the thinning of park deer, interspersed with visits to neighbouring farmyards to reduce sparrow flocks, his off-season bag is one of the most wonderful ever compiled. He is a great frequenter of marsh wastes, where, accompanied by an intimate companion of the canine species, he plods consistently through the day content with a very modest result. Thus he knows dogs on their intellectual side, can assess all the points of their character and award discriminating marks for the precise qualities of brain they may exhibit when faced with particular problems. His conclusion, based on watching the work of field trial performers, is that the Labrador has lost its traditional supremacy of scenting power and a great deal of the cleverness which is essential for the successful finding of game. In a word, he is of opinion that an outcross is needed to restore some of the qualities which are so noteworthy in selected specimens of more doubtful ancestry.

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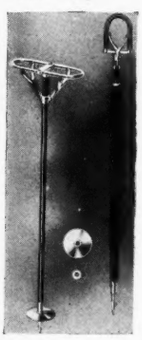
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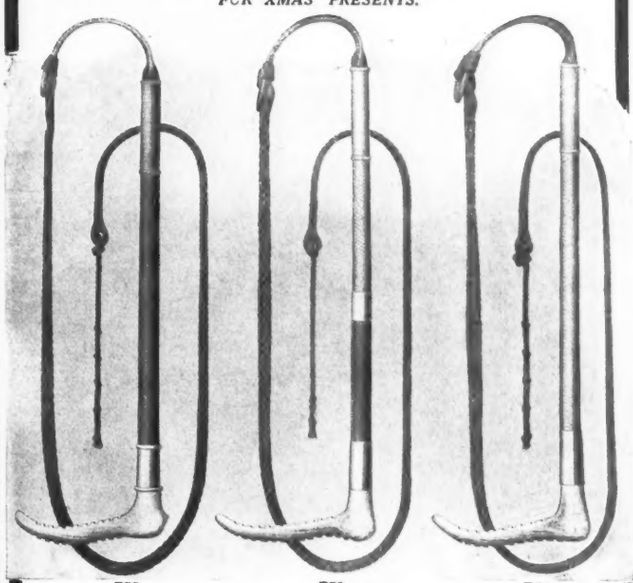
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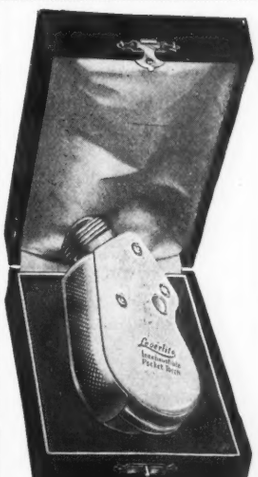
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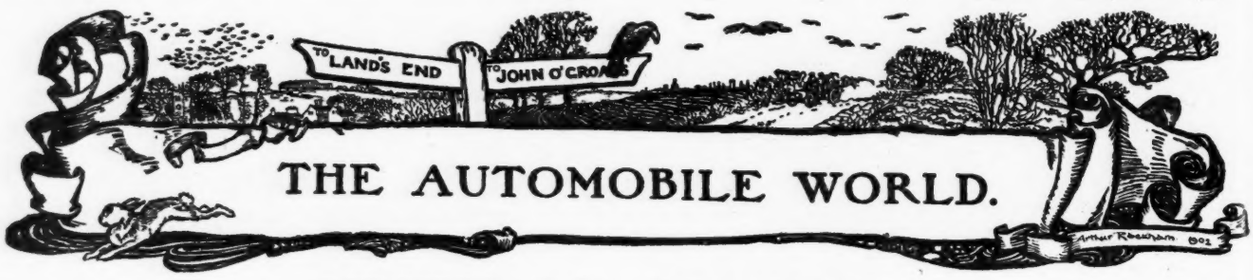


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NECESSARY REFORMS.—I

THE last two Decembers have seen the motor world deeply concerned with promised alterations of the rules and regulations under which motoring is allowed to exist in this country. This year we have a vague sort of half promise that the blunders and the errors of omission and commission that have been achieved since the end of the war are to be rectified at a very early date by a new Motor Car Act. In a general way the regulation of mechanically propelled traffic on British roads relies on the Motor Car Act of 1903, an Act framed and passed into law at a time when motor cars existed as little more than playthings, and at a time when the development of the mechanically propelled vehicle as it is in this year of grace, 1921, was not only quite unforeseen, but in many quarters definitely believed to be impossible. The regulation of road traffic underwent many reforms during the war, some good, some bad. But, as in the case of men, the evil that wars do lives after them, while their good is often interred in the archives of the peace conferences. And so it is that the motoring life of this country is cramped and pestered with innumerable regulations, most of them entirely unsuited to conditions as they are, and just a very small proportion defensible by mere logic and common-sense.

THE NEED FOR UNITY.

Reform is necessary and unavoidable, but whether the reform when it is secured will be altogether progressive reform depends in a large measure on how and by whom the steps for its introduction are innovated. Before we can go into the question of reformed legislation with any hope of beneficial results it is absolutely essential that we have a body or an organisation capable of presenting a united authoritative voice as representing the views and the needs of motordom as a whole. So long as we have one organisation crying for one thing, and another—whether equal or inferior in strength does not matter—crying for something diametrically opposed we can never expect to get real progress. And so we would like to preface these few remarks on needs that we consider most pressing by another emphatic appeal for fresh efforts at unity on the part of those organisations that look after or pretend to look after our interests. There is no need to mention names, but the more we think about it the more we are forced to the conclusion that no motoring organisations as they exist to-day are as efficient as they should be if their existence is to be justifiable. They are far too numerous and each is by far too self-centred

THE SPEED LIMIT—ABOLITION OR ALTERATION?

Perhaps the most important and far-reaching of all the anticipated reforms is that which affects most deeply the general regulation of all road traffic, namely, the speed limit that is to be imposed on mechanically propelled vehicles. At present no mechanically propelled vehicle can legally exceed a speed of 20 m.p.h. on the road, which means that every private motorist breaks the law every time he leaves his garage in his car. For heavy vehicles the speed is 12 m.p.h., with a special restriction of 5 m.p.h. in the case of traction engines and road locomotives.

It is generally agreed by those in authority that the 20 m.p.h. speed limit for the private car is now an anachronism; and since the war, when it was so difficult to find useful work for the able-bodied men of our police forces that police trapping was common practice in many parts of the country, police trapping with the idea of catching motorists who exceed the 20 m.p.h. has practically ceased. But it is interesting and significant that there never has been any serious effort by "trapping" to catch heavy vehicles that exceed their legal limit. Drivers of lorries or chars-à-bancs exceed their 12 m.p.h. with as much impunity as the private motorist exceeds his 20, and from the point of view of road life alone it seems illogical that no steps are taken to restrict the speed of these road-smashing monsters.

There are two suggestions afoot in connection with amendments of the speed limit. The first is that it should be raised to 30 m.p.h.; the second is that it should be abolished altogether, with the exception of such special 10 m.p.h. and 5 m.p.h. limits as exist in certain places. If the speed limit were abolished altogether, the police would be compelled to rely on a dangerous driving clause for the prosecution (or persecution) of users of mechanically propelled vehicles. It is on account of the abuse to which the dangerous driving clause is liable, because the evidence of only a single police constable is necessary to secure a conviction, that we favour the raising of the speed limit to 30 m.p.h. or more, rather than its total abolition.

When all is said and done, the average private motorist to-day mostly travels at an average speed of 27 or 28 m.p.h., and a speed limit of 30 m.p.h. would legalise his use of the roads. If the speed limit were abolished altogether, we imagine that in certain areas, especially in those country areas that seem to rely largely on fines mulcted from motorists for their revenue, there would be absolutely no limit to tyrannical persecution of every unfortunate traveller who had to pass through them. *If total abolition of the speed limit were accompanied by a stipulation that a conviction under the dangerous driving clause should require an independent witness in addition to a single police constable,* then we should favour such abolition. Under any other circumstances such total abolition should, we conceive, be delayed for at least a few years, when it may be hoped that the further development of mechanical transport will have educated and, at least partially, converted even the police forces and benches of rural magistrates to an intelligent and, perhaps, a sympathetic point of view towards the all-pervading motor car. Finally, in connection with the general control of road traffic, it should be made *legally compulsory* for slow-moving vehicles to keep close to the left of the road.

ROADS AND THEIR MAINTENANCE.

Connected with the general question of the speed limit is that of maintenance of the roads. Figures recently quoted in Parliament show that the income derived from the new taxation of mechanically propelled road vehicles well exceeds ten million pounds, and this only for the first ten months of this year. This money is collected only from those who use the roads in mechanically propelled vehicles, and theoretically the money is earmarked for road improvement schemes. Thus, motorists alone, in the widest sense of the term, are paying for the maintenance of roads from which the whole community benefits. It is difficult to see why one section of road users alone should be compelled to contribute for improvements that all may and do enjoy.

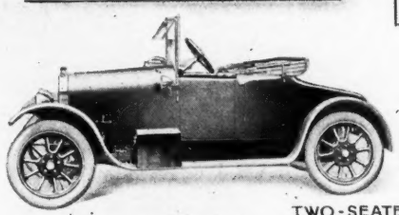
There are two aspects of the present taxation system that are generally conceded and that certainly seem to exist as powerful arguments in favour of its drastic modification. The first is that, as taxation of road-using motor vehicles is theoretically levied for the purpose of road improvements and road maintenance, it is a logical deduction that the amount any particular vehicle pays in taxation should be in proportion to the amount of damage that it does to the roads. The second aspect is that, as the income from the horse-power tax has exceeded expectations and has exceeded also the amount that was stated to be necessary for a proper maintenance of our roads, then a reduction in the *amount* of tax is possible even if a more satisfactory *basis* cannot be found.

A BETTER BASIS OF TAXATION.

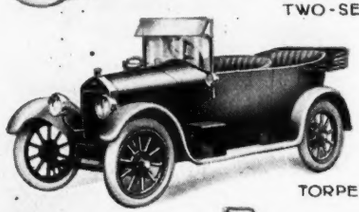
But we think—and we know we do not think alone—that better than a reduction in the amount of the tax is an entire re-organisation of its incidence. It is fortunate that the amount of the damage done to the roads by a motor vehicle is approximately proportionate to the amount of fuel that that vehicle consumes. Therefore, a tax on fuel would definitely ensure that the man who uses—and wears—the roads most would pay the most towards their upkeep, and the proportionate fuel consumptions of big cars and little cars would automatically ensure a fair adjustment of the tax between owners of the respective vehicles.

Recent questions in the House of Commons arose from some experiments carried out by the United States Bureau of Public Roads, which proved, what many of us have suspected for a long time, that the tyres with which a vehicle is fitted are a vital factor in the effect of these vehicles on the roads. Speed was demonstrated to be of much less importance than tyre materials, and so it was suggested that a preferential tax or rebate for all vehicles equipped with pneumatic tyres should be adopted in this country. As is only to be expected wherever the Ministry of Transport is concerned, a non-committal answer was given, but it is interesting to know that the fact has been brought to the attention of the Ministry of Transport and is receiving such consideration as that Ministry ever gives to anything. Also of interest in this connection is the fact that a tax on fuel would automatically cover varying road wear due to tyres, for the solid tyred vehicle normally uses more fuel for a given distance than does one with pneumatic tyres.

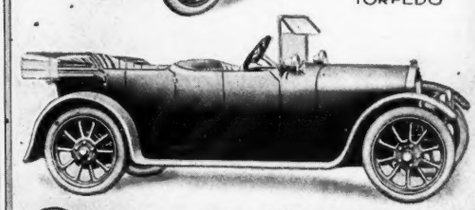
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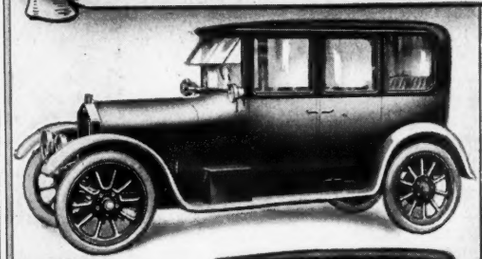
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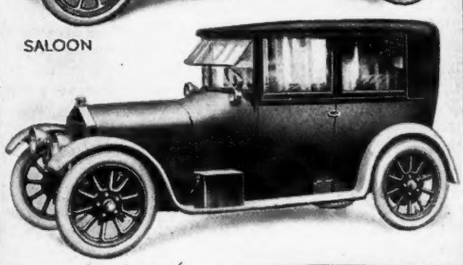
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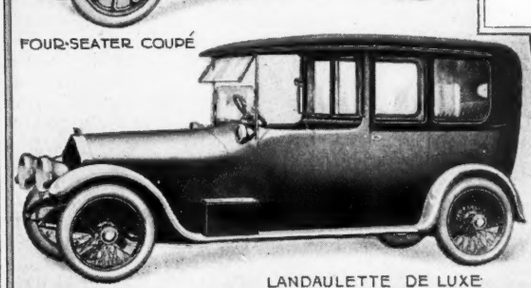
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When the present tax on road vehicles was introduced it was alleged in its defence that it was introduced by the unanimous recommendation of those organisations that represented or claimed to represent the motoring interests in this country. This, however, is not the truth, for the Secretary of the Automobile Association, representing a greater number of motorists than any other organisation at the conference, signed a minority report objecting to the proposed taxation as strongly as possible and advocating a tax on fuel as the only equitable means of gathering money from motorists. The minority report was, however, passed over without receiving any serious consideration. It is now time for the whole question of road vehicle taxation to be reconsidered and readjusted, but such reconsideration and readjustment will only react to the benefit of all motorists if their views are presented to the Government in a united and authoritative voice.

Finally, if vehicle taxation is to be reconsidered, it is surely illogical that any road user should be allowed to escape his fair share of contribution. The horse-drawn vehicle does a considerable amount of damage to our roads; pedal cyclists do practically none, but they are able to appreciate good roads when these have been provided by other peoples' money. Why should not they be called upon to contribute their quota of the expensive way towards the road millennium? Moreover, cyclists are, perhaps, still the most numerous of road users, and as they urge this fact in connection with the lighting problems, they surely cannot be so illogical as to resist contribution towards improvements that will make for the greatest happiness of the greatest number.

VEHICLE LIGHTING.

With the final abolition of D.O.R.A.—she seems to have been "abolished" many times before she has finally disappeared—the illumination of road vehicles at night has reverted to a state of chaos. By the law of the land it is not necessary for a motor car to show a white light on both its sides, but by-laws alleged to exist in certain parts of the country make such lighting still a necessity. This, however, is only a minor consideration when compared with the rear lamps of slow-moving vehicles.

It would be difficult to conceive anything more absurd than the present law, which requires only those vehicles which are least often overtaken on the roads at night to carry a red rear light. Horse-drawn vehicles and cyclists need carry no such signal. The former especially observes the rule of the road apparently only on accidental and very rare occasions, and yet cyclists and users of horse-drawn vehicles are loudest in their protest against the powerful head lamps that, by their very presence, are rendered absolutely essential on motor cars.

Some of the arguments put forward in some of the cycling journals against a restoration of compulsory rear lighting afford delightfully funny reading. The arguments are not humorous—funny is the only word to be applied to them. It is suggested in all seriousness that if cyclists are compelled to carry rear lights, so should pedestrians and cattle. But cyclists are inclined to overlook the fact that on practically all our main roads there is a provision at the side of the road for the safety of cattle and pedestrians, who are therefore not compelled to get in the path of motor cars as are cyclists. Moreover, it is difficult to see why cyclists who have an objection to the rear light should not object to carrying a front light also.

From the point of view of their safety and of other road users, a front light is far less a necessity to pedal cyclists than is a rear light, because, assuming the cyclist keeps to his own side of the road and the motorist does the same—both reasonable assumptions in the absence of any evidence to the contrary—no collision could result whether the motorist saw the cyclist or not. It is no argument in reply to this statement to say that the cyclist needs his front light to show him where he is going, because it is usually the case that the cyclist's front lamp is of such poor quality that it gives no useful illumination on the roadway. We do not advocate that he should discard a front light, but we do say that so long as he admits its wisdom he ought to be logical and admit the necessity for a red rear light.

WHY RED REAR LIGHTS ARE NECESSARY.

As an example of the nonsense that has been talked on this subject may be cited a recent answer in the House of Commons to the question as to whether there was an intention of abolishing cyclists' compulsory rear lights. In the answer given (before the lapse of D.O.R.A.) on behalf of the Ministry of Transport it was stated that as the lighting of towns and their suburbs was still below pre-war standards it was felt that an abolition of compulsory rear lights would contribute towards the increase of street accidents. For ourselves we can conceive of nothing more absurd than this. The only traffic considered is that in towns or their outskirts: there is an entire ignoring of traffic in the country, and the country roads of to-day are far more important from this point of view than those in towns. Nevertheless, the compulsory rear light is no more, although the lighting of most towns has not improved!

Finally, as another example, quoted from an article in a cyclists' paper on the rear light question: "Wise cyclists will carry rear lights." Let us remember that this is stated by an enthusiast doing his level best to concoct reasons against the rear light.

Realising the inconvenience that is caused to those they meet by unduly powerful head-lights, many motorists are in the habit of driving with only side lights at night time or of switching off their head lamps when meeting another vehicle, and through his consideration for others one of the most capable drivers we know recently came near to causing the death of a lady cyclist. Dazzled by the lights of a car that he met, he slowed down to about 10 m.p.h., and just as the other car passed him he crashed into a lady on a cycle without a rear light. Temporarily blinded, he could see nothing, and it was only by good fortune that the collision was not attended with fatal results.

THE DEEMSTER LIGHT CAR

IN common with most other people who consider that they know a good car when they see and try one, I have always had a keen appreciation of the Deemster. My first acquaintance with this car was made two years ago when I had on test one that had done five years' strenuous war work as a works hack. My experiences were then chronicled in these pages, and I emphasised at the time that the Deemster was one of those light cars which definitely proved a short life to be not necessarily a failing with all cars that happen to be small. Since that time the Deemster chassis has undergone practically no serious modification in design. Naturally, there are a few refinements here and there, but the four-cylinder engine is still one of the smallest that is fitted to any British light car, and the performance of the car is still worthy to rank among the very best that a British light car can offer.

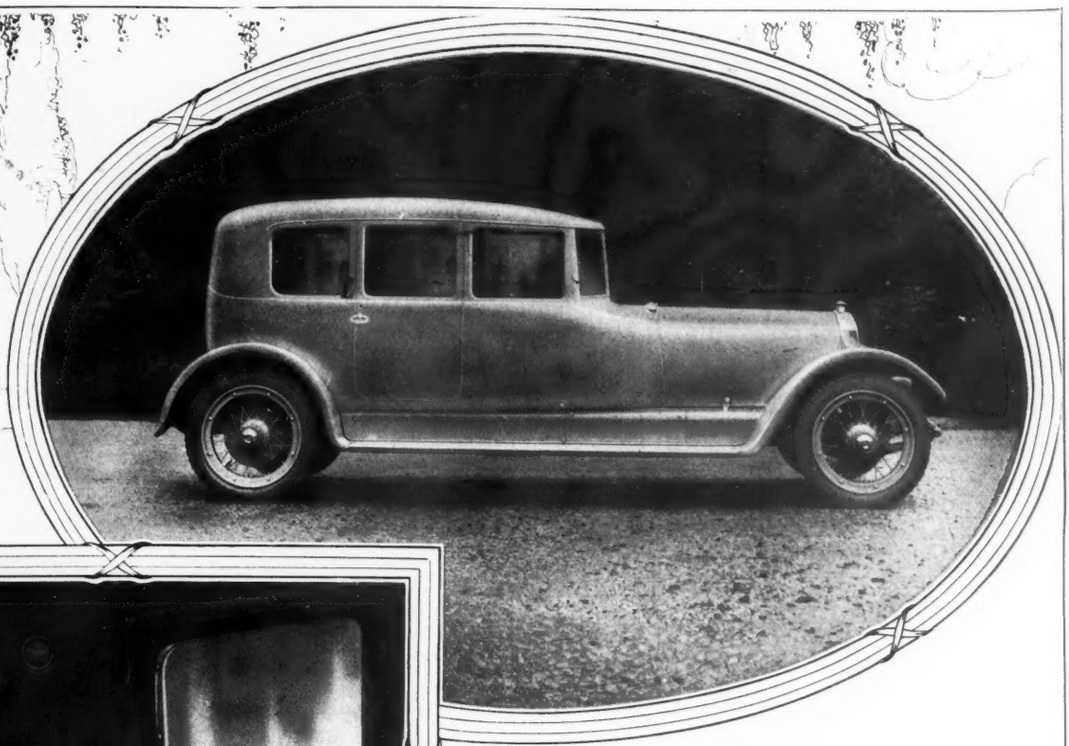
With only one exception, the Deemster comes nearer than any light car I know to what I consider the ideal light car specification. Of course, such a specification must largely depend upon the personal tastes of the one who chooses to call it "ideal"; but, according to my ideas, the ideal specification for a light car is a specification that gives every promise of satisfactory service, adequate performance and real comfort to the owner of the car. The car should have all those refinements that are requisite for real pleasure motoring, but it should have none that are mere encumbrances and which tend to increase the cost without bringing a corresponding gain. In some respects the Deemster specification is better than that of a rival that I have in mind. For instance, its engine is smaller, and, surely, the be-all and end-all of light car design is making the engine as small as possible, so long as the performance does not suffer. A small engine has many concrete advantages. It means economy, it means cheapness of maintenance, and it means lightness, which contributes directly to the other two assets. Of course, if an engine were so small that its power output were inadequate to deal with its load, then all its merits would disappear. But, although this Deemster bore and stroke are but 62mm. by 90mm., giving a capacity of 1,086 c.c., the engine is thoroughly well up to its load, and I am sure that on a brake test its power output cannot be much less than 30 b.h.p.

The Deemster has as one of its characteristic features a fitting that goes a long way towards earning for it a sound claim to having an ideal specification. The expensive, often troublesome, and frequently inefficient electric starter is replaced by a mechanical starter operated from inside the body. This consists of a lever like a particularly substantial gear lever, which normally lies right forward under the scuttle. The base of the lever is attached to a bevel gear embodying a free wheel situated at the rear of the gear-box. Pulling this lever back spins the engine, and when this is warm one pull on the lever is sufficient to start it. There is, of course, a supplementary starting handle in the usual position at the front of the car.

Other commendable Deemster features are a high standard of finish throughout the chassis and evidence of really high-class workmanship, and the body design, which, always roomy and comfortable, is, on the latest models, also elegant. The Deemster two-seater body can accommodate three persons sitting abreast if they do not mind a bit of a squeeze, and this is a utility feature that is appreciated by every owner of a two-seater car. The Deemster also has a dicky seat, but I think that, in charity, the least I say about this the better. It is a dicky seat, and if you were to put in it anyone for whom you had no admiration, you could count on finding him there at the end of the journey. We will let it go at that.

Turning to the construction of the chassis, the dimensions of the engine have already been given, the valves are all arranged on the near side and are inclined so as to contribute to a symmetrically shaped combustion head, a feature to which many light car designers direct but secondary consideration, and which explains why so many light car engines are not so good as they ought to be.

It may be remembered that Deemster engine lubrication used to be effected by a pump driven by a chain outside the

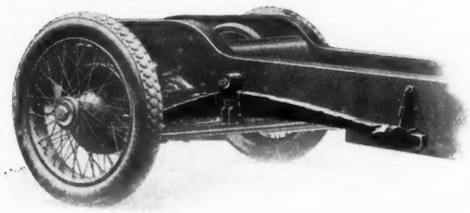




Comfort and Beauty

A CASUAL glance at the Lanchester "Forty" immediately reveals qualities of beauty and comfort difficult to equal in any other car. Consider for a moment the Saloon Limousine illustrated. The body as well as the chassis is designed and built in the Lanchester Works. In outward appearance it is most unobtrusively elegant, whilst the interior, with its luxurious upholstery, its depth of cushions, folding armrest, electric light, and other refinements, indicates a very high degree of comfort. Added to this is the wonderful Lanchester flexible cantilever suspension that is imitated so widely but never yet equalled. It is only by actual experience that you can realise the comfort and ease of Lanchester Motoring-de-luxe. We shall be delighted to arrange a trial run; will you make an appointment?

Catalogue and photographs sent on application



The Lanchester rear cantilever suspension.

THE Lanchester FORTY

THE LANCHESTER MOTOR CO., LTD.,

Armourer Mills, Birmingham. 95, New Bond Street, London, W. 88, Deansgate, Manchester.

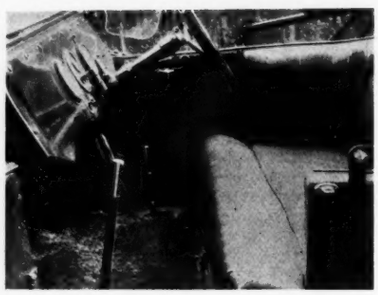


crank-case running over a sprocket mounted on a continuation of the cam-shaft and on another sprocket that was a continuation of the pump spindle. It is necessary to state that this undoubtedly unsatisfactory arrangement has been very wisely discarded in favour of an oil pump which, with its drive, is totally enclosed in the crank-case.

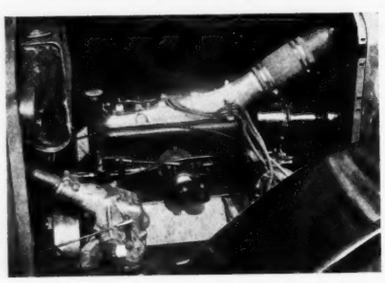
Carburation is by a Claudel-Hobson carburettor bolted to the off side of the cylinders, the actual attachment being through an annular aluminium plate which is one of the recent minor refinements of Deemster chassis design. This aluminium plate is, in fact, an extra air inlet; communicating with it is a piece of copper tube which terminates under the push button of the electric horn in an ordinary tap. This tap admits extra air to the engine, and to the possession of this fitting is naturally due to a large extent the remarkable fuel economy of the Deemster. Just before last year's Show the Deemster car was subjected to an R.A.C. trial, when it put up the remarkable performance of over 90 m.p.g. Naturally, an average driver using the car under all conditions could not expect to attain such a desirable result, but half this figure is quite a normal achievement for the Deemster. Ignition of the engine is by a magneto driven by a cross shaft which brings the distributor and the contact breaker into a particularly accessible position on the same side of the engine as the carburettor and the oil filler. The clutch is of the cone type, fabric lined, and, in the case of the car that we had on test, rather inclined to fierceness. Bolted on to its rear casing is a pulley from which the belt drive is taken to the dynamo, mounted on the near side chassis member. A single joint is incorporated in the clutch shaft which transmits the power to a ball-bearing three-speed gear-box. Thence final drive is by a cardan shaft enclosed in a torque tube to straight bevels which we found perfectly silent in action, although some wiseacres tell us that straight bevels never can be silent, and it is a matter of mere fact that they very seldom are.

Suspension is by semi-elliptics in the front and quarter-elliptics in the rear, and is quite up to the very best light car standards in its efficiency. The rear springs are mounted outside the chassis frame in a lateral direction, so that without splaying the rear extremities of the springs may be mounted on the extreme ends of the axle. Both brakes act on the rear wheels, the one internal expanding and the other external contracting. Steering is by worm and worm wheel.

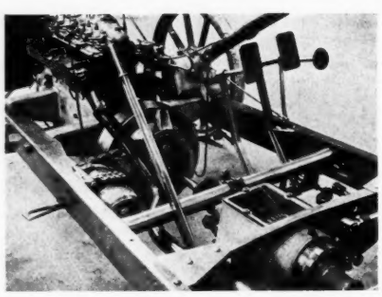
On the road the Deemster performance is all that a light car performance should be. To particularise an aspect that distinguishes it from that of other light cars, silence may be chosen, for the Deemster is one of the quietest as well as the smoothest running light cars that have passed through my hands. It is quite a fallacy which some light car designers refuse to realise as such that noise and efficiency are inseparably connected. The Deemster puts up a performance that can compare more than creditably with that of other standard light cars, but it is as quiet as the most critically minded owner could demand or expect.



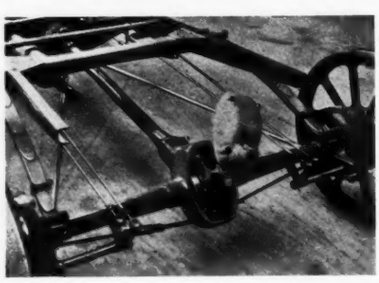
The roomy interior of the car, the extra air inlet tap (just beyond the steering column), and the starting-lever, shown in its pulled back position; normally it lies forward under the scuttle.



The accessible magneto, carburettor, oil filler, steering box and fuel tank.



The central portion of the chassis showing the starting lever, dynamo, gear-box and torque tube mounting.



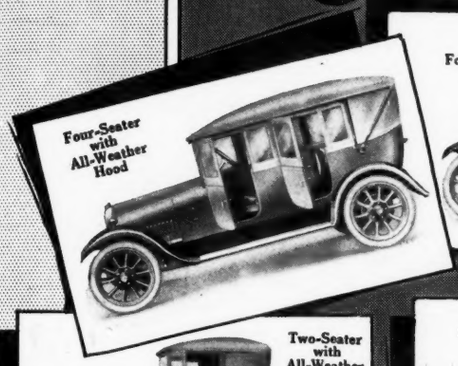
The Deemster rear axle with differential cover removed, suspension and brakes.

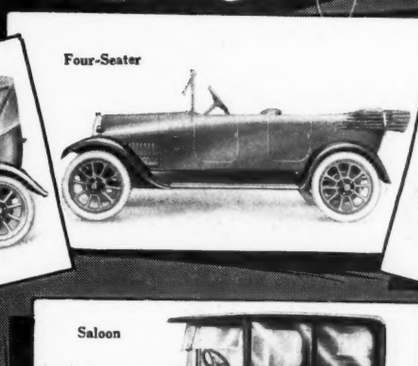
Naturally, a 9.5 h.p. engine cannot be expected to do quite the same as one rated at two or three horse-power more. The Deemster will go anywhere where the light car will go, but it will not do it at such a high speed as some light car owners demand. Under favourable conditions it will attain and maintain its 45 m.p.h. or 47 m.p.h., but normally 40 m.p.h. is as much as it likes. I found that the engine, although not suffering from an unduly high water consumption, appeared to communicate its heat very readily to the body of the car, and the passengers' feet, which are in the region of the exhaust pipe, soon become uncomfortably warm when speed work is indulged in.

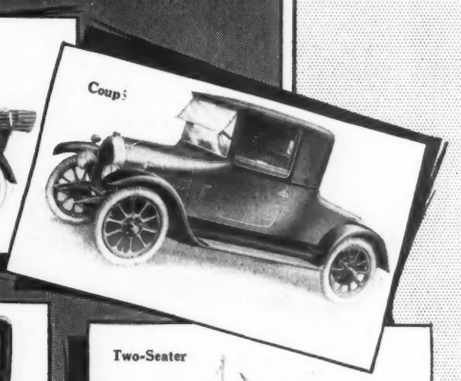
Gear-changing with the Deemster, as one would expect, is rather more frequently necessary than it is with cars weighing but little more than the Deemster (11½cwt.) and having engines of 50 per cent. greater capacity. But if the Deemster likes frequent gear changes it can repay the driver for his trouble by the way in which it simply revels in "revving," but at no speed is there a trace of an engine period, and when a change down has been made on a hill the car picks up in a way that is a real pleasure to the man at the wheel. Steering is another great Deemster asset. I hardly know whether to call it the very best light car steering I have tried or not, but my hesitancy is due in no sense to uncertainty as to the quality of the steering, but simply to the difference of opinion that I know exists on what constitutes ideal steering. The Deemster is very light, very steady, and as irreversible as that of most other cars, irrespective of size. The suspension enables the car to hold the road in a manner comparable to that of the very best, while the general low build of the car and the consequent low centre of gravity give a very useful added sense of security.

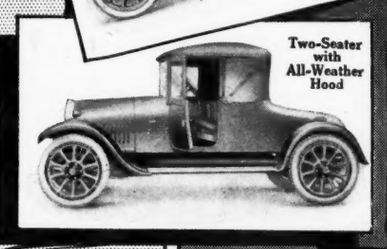
Deemster cars are available in five different models, two of them being variations of the two-seater, which may be obtained as a *de luxe* model at £485 or a service model at £398, while the service model, which normally comprises only oil side lamps for lighting, may be obtained with a dynamo lighting set at £425. The difference between the *de luxe* model and what may be called the *de luxe* service model is limited to difference of finish in the body-work and the provision of side curtains to the hood, while a speedometer, spring gaiters, electric horn and a spare wheel and tyre are included, these fittings being extra on the service model. There is a four-seater that sells at £575, a cabriolet coupé at the same price, and the

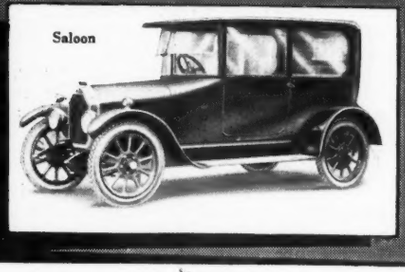
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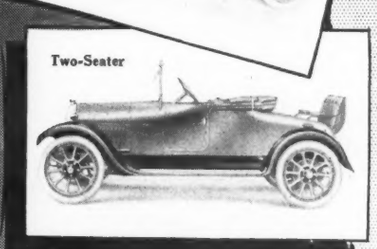


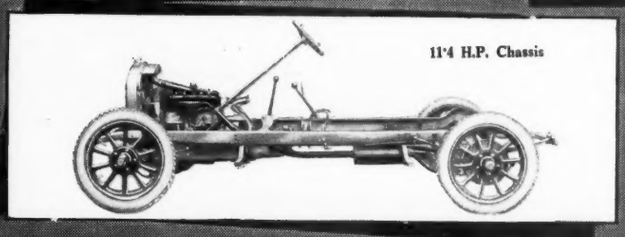












Cars of Refinement and Quality

Humber Mode's for 1922

EVER aiming at perfection, the Humber designers and builders have produced a range of car models for 1922 which, for appearance and performance, are unsurpassed in their class. Indeed there is a general consensus of opinion that a Humber is a typical example of all that is best in motor-car design and construction.

An entirely new note is struck in the All-Weather Feature attached to the open models, which has been recognised as a real boon to motorists. In a few seconds an open car can be converted into an all-weather vehicle, thoroughly wind and weatherproof, as illustrated above.

11.4 h.p. 2-Seater (with double dickey seat) - - -	**£595**
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15.9 h.p. 5-Seater Touring Model - - - -	**£850**
15.9 h.p. Saloon-de-luxe - - - - - -	**£1200**

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sports model, which is the same price as the *de luxe* two-seater, the sports model being, as its name suggests, a chassis specially tuned for speed with a body of stream-line form, also disc wheels are fitted instead of the artillery wheels that are standard in other models; the tyre sizes in all cases being 700mm. by 80mm.

Altogether the Deemster certainly deserves the distinction of being one of the most attractive of all our light cars, and one of its assets that must not be overlooked is its guarantee. The Ogston Motor Company, Limited, the makers of the Deemster, are one of the very rare firms who at the present time have sufficient faith in their workmanship and general quality of their products to give a year's guarantee with their cars. When a firm does this it may be assumed either that it is wildly optimistic or that its cars are particularly good. The Ogston Motor Company, Limited, are certainly not pessimists, but there seem very few traces of wildness in their works, their method and their achievements. W. H. J

SOME ACCESSORIES & FITTINGS FOR 1922

LIKE the car section proper, the accessories section of the recent Motor Show was, perhaps, a little disappointing in that no striking novelties were to be seen. Nevertheless, there was as usual a very comprehensive range of all kinds of detail fittings intended to increase the comfort and convenience of the car owner and especially of the owner driver. Sparking plugs, guaranteed to function satisfactorily in oil and exhibited sparking immediately after passing through a large dish of oil by Messrs. Ellison and King of Leeds, and known as Sygil plugs, created much interest, and they should be very useful plugs to the owner who has one of those engines that is continually giving trouble through sooted sparking plugs.

INCREASING COMFORT.

At the other extreme in the matter of accessories and fittings such an item of equipment as the Gwynne patent head fitting may be mentioned. Made by Messrs. G. Beaton and Son, Limited, of Holland Park, the Gwynne all-weather hood fitting is, as its name suggests, a special type of hood giving a totally enclosed or an entirely open car at will, but a special feature of this particular design to secure this very popular end is its lightness and ease of operation. The cost of this fitting varies, of course, with the size and type of body and chassis for which it is intended, but it is claimed that the Gwynne fitting comes out much cheaper than the usual all-weather type of body with which it compares.

Another body fitting was exhibited among many articles of utility by Messrs. G. Turner in the form of the E.T. door silencer. We all know how doors on all but the most expensively constructed bodies are inclined to develop rattle, and it is claimed that by the E.T. door silencer, which sells at a moderate price, door rattle is definitely eliminated.

On the stand of H. M. Hobson was shown, besides the famous Claudel Hobson carburettor, a new window regulator, an American device for raising and lowering windows and holding them in position without the clumsy strap and button. A heavy plate glass window was shown on the stand equipped with this regulator and was raised and lowered quite easily by it. The regulator has been adopted as standard by several leading car manufacturers and body builders and, for the *de luxe* type of body, it certainly marks a great advance over older methods.

For the interior equipment of a car the Graham motophone is an entirely new production and should have a considerable sale among owners of limousine cars. As its name suggests, it is an inter-communication telephone between passengers in the interior of the car and the driver. Mounted at the side of the driver's head is a trumpet; in the interior of the car is a neat transmitter which, hanging normally on a hook, is taken off and held to the mouth when required for speaking. Its price is 6 guineas, and it has a further attraction that it is very easy to fit, only a single wire from each of the terminals of the lighting batteries being required. A special advantage claimed for the motophone is that on account of its fitting and the manner in which the transmitter is used only the spoken message reaches the driver, no car noises being collected.

FOR IMPROVING PERFORMANCES.

For those owners who are always anxious to try any device that promises to increase the performance and efficiency of their cars, practically every carburettor manufacturer had something special to offer, either in the way of an instrument that would give unparalleled economy, or one, such as the new Zenith triple diffuser carburettor, that would add materially to the power output of the engine to which it was fitted.

Of the same nature were the double pole and two ignition sparking plugs shown by Lodge Plugs Limited. The first is a special type of plug in which the body does not act as an earth return, the plug having two insulated terminals, current passing from one across the sparking gap to the other and thence to a second plug of ordinary type inserted in the cylinder. Many high efficiency cars now have two sparking plugs per cylinder, and there are

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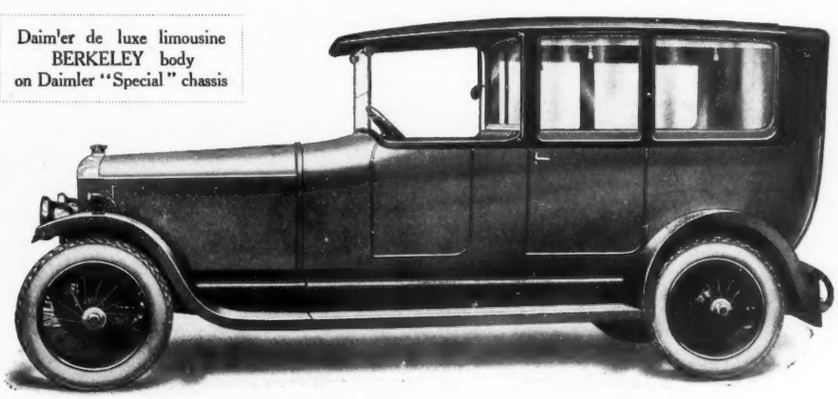
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The Lord Glenconner. The Lord Inchcape. The Lord Hollenden. The Lord Farringdon. The Lord Forteviot. The Lord Doverdale. The Lord Leverhulme. The Lord Ashfield. Lady George M. Nevill. The Lady Calthorpe. The Lady Clonbrock. The Lady Alington. The Lady Norton. The Lady St. Oswald. The Lady Burton. The Lady Blytheswood. The Baroness Burton. The Lady Allendale. The Lady Swaythling. The Lady Jane A. Furness. The Hon. Lady Byng. The Lady Wavertree. The Lady Ridell. The Hon. C. D. Finch-Knightley. The Hon. H. Parker. The Hon. Sir W. Charles Fitzwilliam. The Hon. Sir C. A. Parsons. The Hon. Lancelot E. Lowther. The Hon. F. W. Lambton. The Hon. Sir J. H. Ward. The Hon. G. Hope Morley. The Hon. L. Tennyson. Rt. Hon. Sir Ernest Cassel, P.C. Rt. Hon. Sir Fairfax L. Cartwright, P.C. Rt. Hon. W. Brace, P.C., M.P. Rt. Hon. T. Wiles, P.C. The Hon. Mrs. A. Yorke. The Hon. R. H. Brand. The Hon. Lady Miller. The Hon. Charles Hanbury. The Hon. W. Gervase Beckett, M.P. The Hon. Claude Hope Morley. The Hon. H. S. Davey. The Hon. Alex. Shaw. Sir Joseph Tichbourne, Bart. Sir W. Rouse Boughton, Bart. Sir Richard C. A. Throckmorton, Bart. Sir G. Whitchcote, Bart. Sir Spencer Maryon Wilson, Bart. Sir H. J. Delves Broughton, Bart. Sir Francis S. Winnington, Bart. Sir Berkeley D. G. Sheffield, Bart. Sir Hervey Bruce, Bart. Sir B. Bromhead, Bart. Sir George Cuyler, Bart. Sir George H. U. Lacon, Bart. Sir Samuel E. Scott, Bart. Sir C. Grave Sawle, Bart. Sir H. Havelock Allan, Bart. Sir M. E. Manningham Buller, Bart. Sir Robert Walker, Bart. Sir John Edward Moss, Bart. Sir H. M. Mather Jackson, Bart. Sir Francis Villiers Forster, Bart. Sir Henry Ripley, Bart. Sir Norman A. Orr-Ewing, Bart. Sir E. H. Hudson Kinaham, Bart. Sir Victor A. F. Mackenzie, Bart. Sir W. B. Savory, Bart. Sir J. Reckitt, Bart. Sir James Bell, Bart. Sir G. Faudell F. Phillips, Bart. Sir James Pender, Bart. Sir Cuthbert Quilter, Bart. Sir E. Paget, Bart. Sir Thomas D. Pile, Bart. Sir J. Aird, Bart. Sir A. Hargreaves Brown, Bart. Sir Arthur C. Cory-Wright, Bart. Sir Stuart A. Coats, Bart., M.P. Sir J. E. Johnson Ferguson, Bart. Sir E. Donner, Bart. Sir R. Perks, Bart. Sir H. C. Holden, Bart. Sir Arthur Lever, Bart. Sir John Barwick, Bart. Sir W. Arbuthnot Lane, Bart. Sir James Horlick, Bart. Sir Frank Bowden, Bart. Sir S. E. Palmer, Bart. Sir Arthur Pearson, Bart. Sir Jesse Boot, Bart. Sir James Hill, Bart. Sir John Leigh, Bart. Sir Herbert J. F. Parsons, Bart. Sir James Marr, Bart. Sir E. Jardine, Bart. Sir W. T. Madge, Bart. Sir John Beynon, Bart. Adm. Sir W. H. May. Gen. Sir Bruce M. Hamilton. Sir Patrick Manson. Sir Thomas Mackenzie. Lady M. Miles. Lady Margaret Waterlow. Lady Smiley. Lady Ley. The Lady Whitburgh. Lady Farrar. Lady Sassoon. Lady Crosfield. Sir C. Greenway. Sir Launcelot Rolleston. Brig.-Gen. Sir H. Capel H. Holden. Sir Arthur Newsholme. Lady Howard Vincent. Sir G. Carter. Sir Hesketh Bell. Sir David Harris. Sir A. L. Webb. Sir Alfred Reynolds. Sir Allan Manby. Sir Lynden L. Macassey. Sir Frederick Hall, M.P. Sir George McLaren Brown. Sir Percy K. Stother. Sir Henry Thornton. Sir W. D. Mitchell Cotts. Sir Robert Waley Cohen. Sir H. B. Renwick. Sir John Turney. Sir D. Hughes-Morgan. Sir James Smith. Sir Hallewell Rogers. Sir William Stevens. Sir E. A. Cornwall. Sir George Sutherland. Sir W. Howell Davies. Sir Thomas Oliver. Sir Wm. Priestley. Sir Albert Meldon. Sir John Anderson. Sir Garrod Thomas. Sir J. W. Courtis. Sir C. Allom. Sir William Milligan. Sir A. J. Callaghan. Lady Wood. Lady J. W. McCraith. Sir W. H. Raeburn. Sir Harry Seymour Foster. Sir John Harrison. Sir J. H. Oakley. Sir Phillip Dawson. Sir Julian W. Orde. Lady Carlyle. Lady Wormald. Lady Phillips. Lady Masson. Lady Duckworth. Lady Duncan. Sir J. Bland Sutton. Lady Beilby. Sir Edgar Baring.

Daim'er de luxe limousine
BERKELEY body
on Daimler "Special" chassis



CHASSIS TYPES:

DAIMLER "SPECIAL"	"STANDARD THIRTY"
45 h.p. - 6 cylinders	30 h.p. - 6 cylinders
"LIGHT THIRTY"	DAIMLER "TWENTY"
30 h.p. - 6 cylinders	20 h.p. - 4 cylinders

The Daimler Company, Limited

COVENTRY

undoubtedly many real advantages to be derived from the system. The Lodge double pole plug enables both plugs in each cylinder to be supplied with current by a single magneto or by a single distributor and coil unit, but, of course, it is necessary that the engine be designed for taking two plugs in the first instance before any double plug pole can be fitted. Although similar in external appearance, the Lodge two-ignition plug is quite a different thing and enables two systems of ignition to be used simultaneously or independently in a single plug. Actually the single plug is a double one for there are two insulated electrodes each with its terminal and each giving its spark with current supplied to it in the ordinary way. Another Lodge novelty is a priming plug; this consists of a combined sparking plug and compression tap which is certainly a useful thing to have on those engines which, for some inexplicable reason, are not fitted with compression taps.

In the matter of engine ignition real progress is undoubtedly being made in the construction of magnetos and the new battery and coil systems. British magnetos, as evidenced by exhibits such as the British Lighting and Ignition Company, Limited, and the Thomson Houston Company of Coventry, have easily outdistanced their foreign rivals. Employment of the impulse starter is a welcomed improvement to the simple magneto and materially assists easy starting on engines that are inclined to be sulky. But battery and coil ignition is rapidly gaining in favour, and now that it is standardised on such popular British cars as well as all the Wolseley models, except the new 7 h.p., on the Cubitt cars and on the new 14 h.p. Sunbeam it will become more extensively used in the future than it has been in the past.

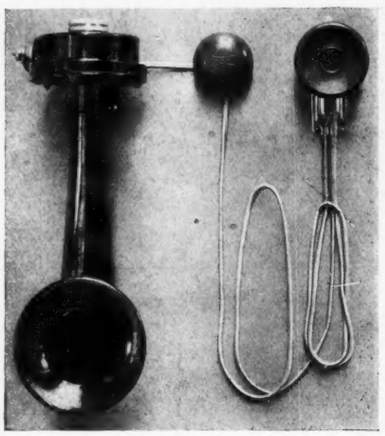
AN OMISSION IN ELECTRIC EQUIPMENT.

It would appear to be in the electric equipment of the car that the accessory manufacturer has the widest scope for exercising his ingenuity, but we were rather surprised to find no apparatus for electrical heating of the carburettor as a means of securing easy starting. An electrically heated jacket to the carburettor drawing its current from the lighting batteries can be a very valuable asset. Such a device was, we believe, put on the market a few years ago during the time when we were using anything we could get instead of petrol. But although we do not need such a fitting to vapourise the fuel that is now supplied to us, we can appreciate a simple and ready means of heating the carburettor when we have to start up a "hot stuff engine" on a winter morning.



THE JEAVONS SPRING GAITER.

Messrs. C. A. Vandervell and Co. were showing what is claimed to be the smallest electric starter in the world, its diameter being only 3½ins.; but withal, this starter is stated to be capable of starting up a 10 h.p. four-cylinder engine with ease. If this double claim can be substantiated, and, knowing what we do of Messrs. C. A. Vandervell, we imagine that the claim would not be made unless they were confident of its justice, the market for this new starter should be a very useful one, because, as we ourselves have pointed out on many occasions, the average electric starter even of full size is often incapable of starting the engine to which it is fitted from cold.



THE GRAHAM MOTOPHONE.

INSTRUMENT BOARDS, NEAT AND OTHERWISE.

The instruments with which cars are fitted continue to increase in number and in excellence of finish, but on the stand of the Waltham Watch Company was exhibited an instrument board that



Last across the road—

This ancient game—played alike by children, hens and pigs, provides yet another reason for efficient brakes on your car.

Are your brakes quite ready to meet any sudden demand?

Make doubly sure by having them lined with Ferodo Linings and carefully adjusted.

Ferodo Linings have the best "grip" of any known friction surface.

They are highly compressed asbestos which wears down slowly and evenly. They are efficient even when fiercely applied, and they never falter, seize or spark.

Any repairer will fit Ferodo Linings to your Brakes or Clutch—or if you are handy with tools you can easily do it for yourself.

See this Name FERODO REGISTERED FRICTION LININGS *on every Piece*

"The Linings that make motoring SAFE"

Your Garage or Repair Man can supply.

FERODO, Ltd., Chapel-en-le-Frith: *Service Depots at London, Birmingham, Manchester, Belfast, Leeds. Bristol, Glasgow, Burslem, Cardiff, Coventry, Liverpool, Newcastle and Swansea.*

PR1



Actual Size (Red Strip) 8d. tube.

THE WATERPROOF CEMENT.

'NECOL'

FOR ALL HOME REPAIRS.

Sticks like a friend

Stands Hot Water.
Economical in Use.
Heat Resistant.
Will not Dissolve
and
ALWAYS READY FOR USE.

Trial Offer.

Take this advertisement to your dealer, who will hand you a tube of NECOL (8d. size as illustrated) for 6d. If he cannot supply, then post the advertisement with four penny stamps to:—

NECOL INDUSTRIAL COLLODIONS LIMITED

(Proprietors: Nobel Industries Ltd.)

62, LONDON WALL, LONDON, E.C.2.

M .....

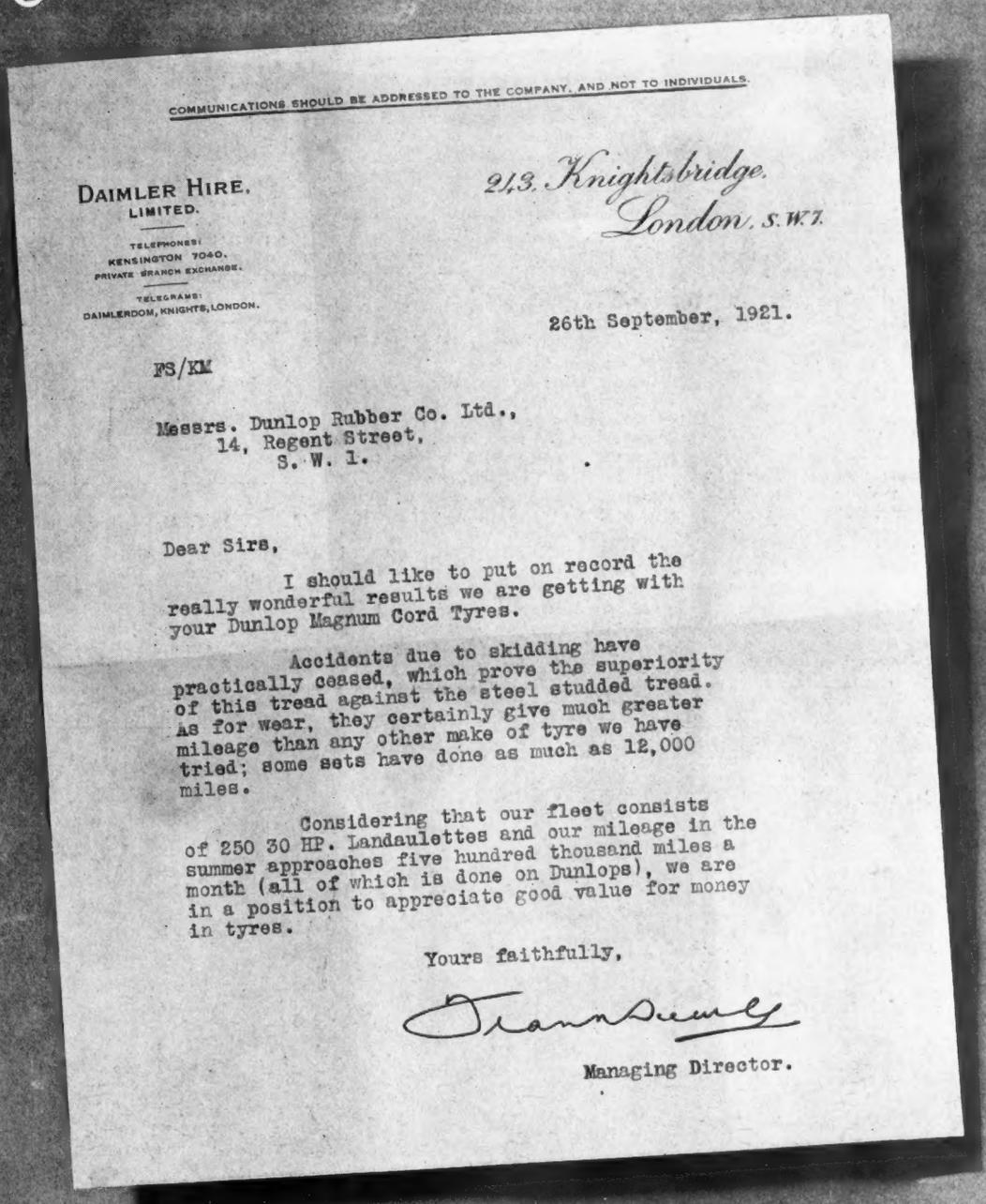
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Country Life 3/12/1921. *Please give your dealer's name and address*

Concerning the—

NEW DUNLOP TYRES



COMMUNICATIONS SHOULD BE ADDRESSED TO THE COMPANY, AND NOT TO INDIVIDUALS.

DAIMLER HIRE, LIMITED.

TELEPHONES: KENSINGTON 7040. PRIVATE BRANCH EXCHANGE.

TELEGRAMS: DAIMLERDOM, KNIGHTS, LONDON.

213, Knightsbridge, London, S.W.1.

26th September, 1921.

FS/KM

Messrs. Dunlop Rubber Co. Ltd.,
14, Regent Street,
S. W. 1.

Dear Sirs,

I should like to put on record the really wonderful results we are getting with your Dunlop Magnum Cord Tyres.

Accidents due to skidding have practically ceased, which prove the superiority of this tread against the steel studded tread. As for wear, they certainly give much greater mileage than any other make of tyre we have tried; some sets have done as much as 12,000 miles.

Considering that our fleet consists of 250 30 HP. Landaulettes and our mileage in the summer approaches five hundred thousand miles a month (all of which is done on Dunlops), we are in a position to appreciate good value for money in tyres.

Yours faithfully,

Managing Director.

From the above spontaneous testimonial two facts are worthy of note—

① The test of a Hire Service is the hardest possible.

② The unexampled service given by **DUNLOP TYRES** under such a test when the tyres are properly treated.

is surely the zenith of neatness, and of which we reproduce an illustration. An imposing instrument board has its merits, but also its limitations, and in some instances an instrument board is apt to be clumsy and to reveal a desire for



A VERY NEAT INSTRUMENT BOARD BY THE WALTHAM WATCH COMPANY.

unjustifiable embellishment on the part of the designer. This Waltham instrument board contains every instrument that is necessary, and the manner in which they are combined ensures neatness at the same time.

IMPROVING AND PROTECTING THE SPRINGS.

A significant development in design of the cars themselves was an all round improvement in suspension systems. The time has at last arrived when manufacturers are realising that the modern engine is as efficient as the average owner-driver requires. Gear-boxes and transmission systems have improved enormously and have reached a very satisfactory state of development, but many otherwise excellent cars are marred by unsatisfactory suspension. If the springs of a car are wrongly designed or improperly constructed, nothing in the world will make the car to which they are fitted a comfortable carriage; but when springs are merely fair, and even when they are quite good, they may be considerably improved by being properly looked after, and the best way to look after springs is to protect them from the injurious influence of the mud, dirt and dust that they would otherwise inevitably collect.

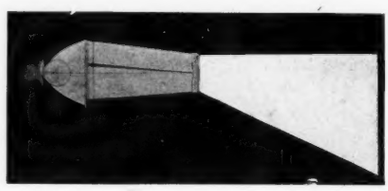
In this connection it is really significant that practically every careful designer of a high-class car encloses his springs in gaiters, but owners of cars of which the springs are not so protected have presented to them the opportunity of buying gaiters and having them fitted after taking delivery of the car. Among the gaiters offered, the one which we illustrate, which is much like the others in external appearance, is the Jeavons. Another popular spring gaiter is the Wefco, while for ourselves we have a car equipped with Duco gaiters, and having experienced the benefit in the way of improved spring flexibility and life that follows from the use of spring gaiters, we shall certainly never again be without them.

There is just one aspect of spring gaiters on which perhaps we may dwell for a moment: practically all these gaiters as sold make a great point of their lubrication of the springs. Now it may sound strange, but it is highly problematical whether leaf springs really require lubrication for their most efficient action. The friction of the leaves sliding one over the other is a very important factor in connection with car springs, and this friction is, of course, eliminated, or at least very considerably reduced, by lubrication of the leaves. But whether the spring gaiters are charged with lubricant, as their makers say they should be, or not, they inevitably perform a very useful function in protecting springs from rust; and whether friction between the leaves is useful or not, it is indisputable that rust is as injurious to springs as it is to any other working parts.

WHICH TYPE OF WHEEL?

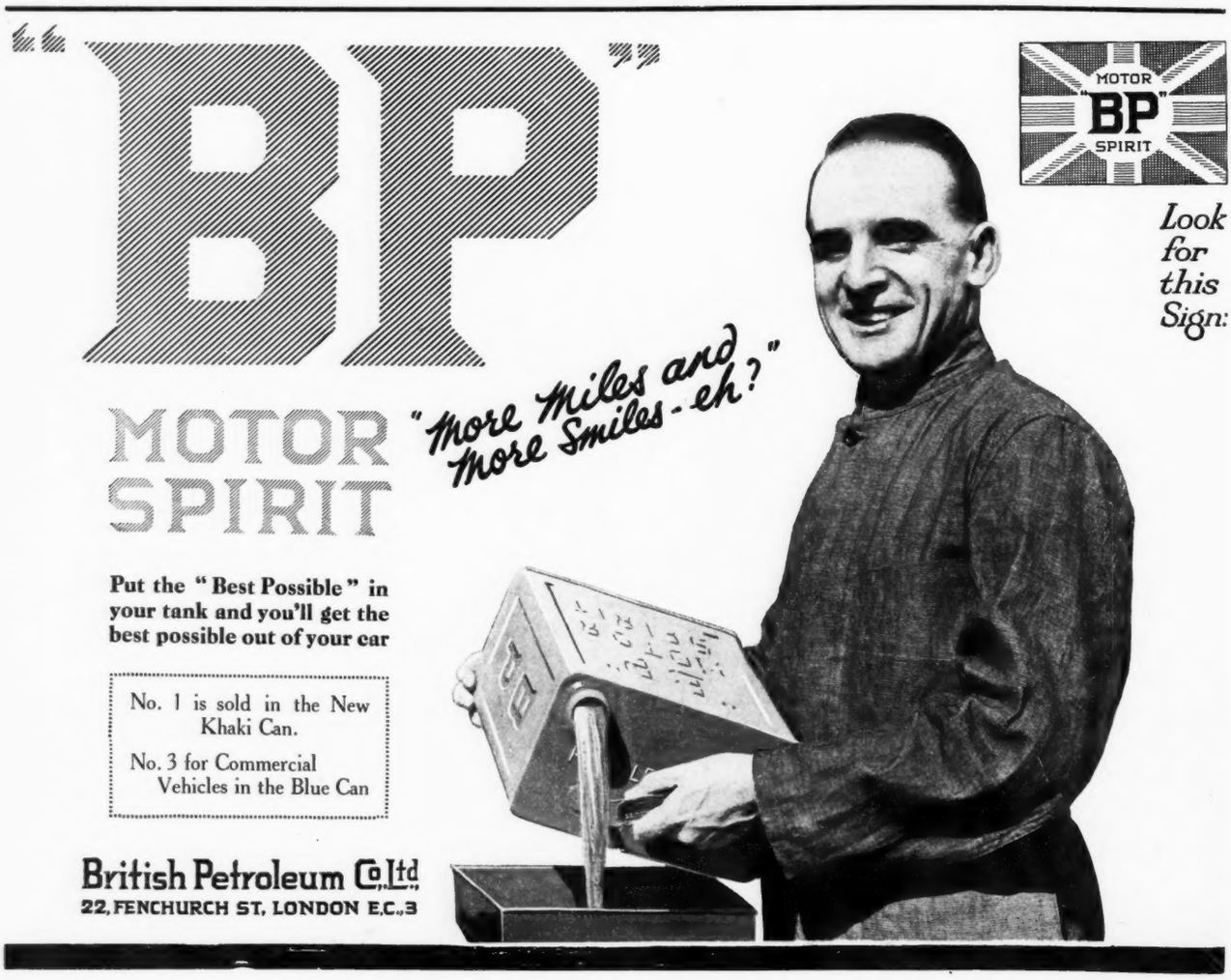
On the general question of suspension, wheels and tyres have a very important bearing. The variety in the tyres and wheels exhibited at the Show is altogether too great to allow of anything but the widest survey. It seems safe to say that tyres are at least showing a much desired improvement in constructional features, and some of the new types really promise a fair reduction in the troubles to which we have been painfully accustomed in the past. Of not less importance than the tyres are the wheels to which they are fitted.

Wire wheels were in the majority at the Show, but were run very closely by wheels of the disc type. The former would appear to have an advantage in the matter of resilence, but disc wheels are cheaper to make and in some instances are claimed to be lighter than wire wheels



The C. A. V. Grubb Lamp in section and projecting its beam, showing how the upper rays of light are diverted downwards and concentrated on to the lower rays.

of the same strength. Steel artillery wheels are still common, but wood wheels are rapidly falling out of favour, and as a matter of fact practically all the wood



The AUSTIN TWELVE & TWENTY

Unsolicited Tributes from Austin Owners

No. 2

"I purchased a Landaulet model on March 17, 1921; it was taken direct from stock; it has now done just over 18,000 miles, without giving the slightest trouble of any description.
"This mileage in just over 7 months, over some of the worst roads in Scotland and England, speaks volumes for the car.
"It has been astoundingly light on tyres and does an easy 19 miles to the gallon on petrol.
The Car Mart were most helpful in selling me the car which they apparently believed represented the best value for money.
"If one could complain, it is that the Austin Twenty is underpriced.
P.S.—"You may make what use you like of this letter, because it is only right that such value and service should be known and appreciated. This is the first testimonial I have ever given to anything, and is quite unsolicited.
London, S.W. (Sgd.) G.W."

"Wee Georgie Wood" of the Victoria Palace, London, S.W., sends us the above letter concerning his AUSTIN TWENTY

THE AUSTIN MOTOR CO., LTD.,
Head Office - Northfield, BIRMINGHAM
LONDON - - 479-483, Oxford Street, W. 1
MANCHESTER - - - - - 130, Deansgate
And at BRUSSELS *and* LIANCOURT.

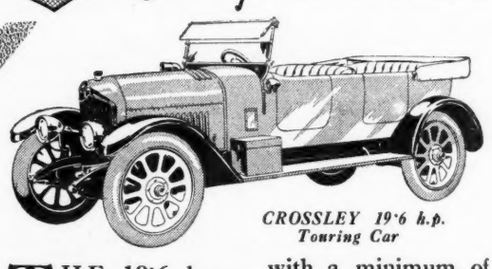
AUSTIN TWENTY
PRICES (at Works):
TOURING £695
Coupé £850
Landaulet £875
(as illustrated).



The 19·6 h.p. **Crossley**

Why has the 19.6 h.p. Crossley already gained so splendid a name?

Because it is a Car far above the ordinary!



CROSSLEY 19·6 h.p. Touring Car

THE 19·6 h.p. Crossley is a car which is completely efficient, speedy and capable of long service, and which at the same time can be driven and kept in sound condition with a minimum of trouble and expense. There are cars which cost less to buy, but there is no car—British or foreign—of the same capacity which gives such good and economical service.

IT is worth your while to write for booklet containing full description and illustrations of this wonderful new model, or better still let us arrange a trial run.

CROSSLEY MOTORS LTD., MANCHESTER
LONDON Office & Export Dept., 40-41, Conduit Street, W.1



Xmas

CHRISTMASTIDE in association with the ROVER is an anniversary well and fully spent, whether there is snow on the ground and ice on the water, or sunshine and frost, it makes no difference to the pleasures of the ROVER owner who can enjoy to the full the jollity of Xmas under all conditions. Search where you will, try what you may, the call of the countryside through every season is best answered on a ROVER.

ROVER

"The Car that set the fashion to the World."

1922 MODELS AND PRICES:

12 h.p. 2-SEATER -	£625	12 h.p. 4-SEATER -	£650
12 h.p. COUPÉ - -	£750	8 h.p. 2-SEATER -	£220

1922 Catalogues of 12 h.p. and 8 h.p. Models are now available. Copies and full particulars may be obtained from our authorised dealers throughout the country, and from THE ROVER COMPANY, LTD., METEOR WORKS, COVENTRY
59a, New Oxford Street, London, and Lord Edward Street, Dublin

wheels at the Show were on cars of foreign manufacture.

As regards what may be called extraneous fittings or accessories, lubricating oil is a vital consideration, although too often it does not receive all the attention that it deserves. All the established oil makers had, of course, a complete range of their products on show, and Messrs. C. C. Wakefield and Co., Limited, had, besides their wide range of grades of Castrol oils, a steel self-locking tap to fit Castrol drums and barrels. All those motorists who buy their oil wisely, that is to say in bulk, will find this Wakefield self-locking tap a very useful possession.

AN ANTI-DAZZLE LAMP.

In view of the pre sent interest centred round car lighting, the anti-dazzle lamps constructed on the Grubb patent and exhibited on the stand of Messrs. C. A. Vandervell, who have secured the world's rights for the manufacture and sale of this lamp, are of topical concern. The Grubb lamp consists of an external fitting in front of a parabolic lamp of ordinary design, consisting of a tapering extension tube 10ins. in length with two D-shaped lens in front and with a horizontally disposed diaphragm which divides the tube into two portions. The effect of the extension is to divert the top rays that would otherwise come from the lamp on to the same field as the lower rays. Thus the Grubb lamp complies with the recommendation of the Vehicle Lighting Committee, because it throws no rays up into the air, and all its rays are well below the eye level of an ordinary observer.

On many stands were exhibited searchlights, or spot lights, these being lamps intended for fitting to the side of the windscreen of a car and capable of being turned in any direction by the iver, thus illuminating mysterious objects at the side of the road or straight ahead, and being capable of use for reading signposts, etc.; but the legality of such lamps is highly problematical, with the present vague state of the law.

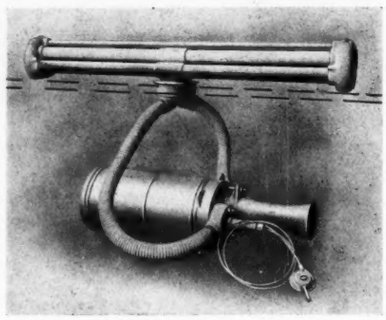
An interesting fitting that we have already described in detail is the Mileometer, which was exhibited at this year's Show for the first time. It consists of an instrument to go on the instrument board or steering column of a car, and by means of a travelling tape it records every feature of the roadway, thus pointing out to the driver the exact road he must follow to reach any given place. The Mileometer is only useful when it is fitted with the strip of tape dealing with the road which is being traversed at the moment, but its makers have a comprehensive scheme by which purchasers of the instrument may obtain fresh strips without further payment at every important town in the country. In our opinion it is problematical whether the Mileometer scheme will ever be so complete as to be able to provide strips to cover every road in Great Britain, and it is, of course, a fact that when a journey is being made over main roads such assistance as that afforded by the Mileometer is hardly necessary.

Warming the Car Interior in Winter.

IN a climate such as ours it is remarkable that so little has been done towards protecting motorists from cold during the winter, but the problem of car heating is by no means so simple as it appears at first sight. A car may be warmed either by electric heaters or by the heat from the engine, but the former means a considerable demand on power if a dynamo is used, or a heavy demand on storage batteries if they are employed. Heat from the engine can be derived in either of two ways—either from the circulation water or from the exhaust gas.

Both these systems have their objections, and in both cases it is by no means easy to provide an arrangement which can easily and quickly be removed to allow the floor-boards being raised when necessary.

A third method has been originated by the Arc and General Equipment Company,



FOR INTERNAL CAR WARMING. THE ARGEN HEATER AND ITS CONNECTIONS.

Limited, in their Argen car heater. In this the car silencer is substituted by one specially designed for extracting the heat from the exhaust gases and transferring them to air which is drawn up by a vacuum ejector through a warmer in the car body. These warmers can be either of the footrest or muff pattern. They fix into a permanent compound junction fitting into the floor in such a way that they can be removed in a few seconds. On its under side this compound junction connects with the outflow and inflow pipes of the heating apparatus. The whole is best explained by the accompanying illustrations.

THE SUPREME

SUNBEAM

The Outstanding Feature of
The Sunbeam Company's Programme
for 1922 is that

NEW OVERHEAD-VALVE ENGINES

are Fitted as Standard to

ALL SUNBEAM MODELS

PRESS OPINIONS OF 1922 SHOW MODELS.

"The Sunbeam, of whatever model, is right up in the front rank of the most advanced design." "*SUNDAY TIMES.*"

"One of England's finest cars, the Sunbeam stands out from other models by reason of its clean design, attractive lines and silent power on the road." "*MOTOR.*"

"The Sunbeam, surely, is as representative a car as can be found in this country." "*DAILY DISPATCH.*"

"Progress has always been a strong point in the Sunbeam design, and this year the real post-war Sunbeam cars will appear at Olympia. On this point those of mechanical mind will see the latest trend of automobile design. No motorist ought to miss examining these cars." "*DAILY TELEGRAPH.*"

THE SUNBEAM MOTOR CAR CO., LTD., WOLVERHAMPTON

LONDON SHOWROOMS - - 12, PRINCES STREET, HANOVER SQUARE, W.1
MANCHESTER SHOWROOMS - - - - - - - - - 106, DEANSGATE
Southern Service and Repair Works - - - - 177, The Vale, Acton, London, W.3
EXPORT DEPT. - - 12, PRINCES STREET, HANOVER SQUARE, LONDON, W.1

SUNBEAM-COATALEN AIRCRAFT ENGINES 100-900 h.p.



14 H.P. 4-CYLINDER FOUR-SEATER MODEL

The Cubitt CAR

There has never been a pause in the development of the CUBITT Car—where possible it has been refined and improved—and to-day it is undoubtedly the finest value for money proposition on the market.

£442
COMPLETE

Should any of our prospective customers care to avail themselves of our "Use it while you pay system" of £50 down and the balance in monthly instalments, we should be pleased to forward full particulars on request.

"The right car at the right price."



Brief Specification

Engine: Four-cylinder, 80 by 140 mm., four-speed, gate change and reverse; overhead worm-driven back axle; wheelbase, 10ft. 6in.; road clearance, 10½in.; 815 by 105 Beldam rubber non-skid tyres; four-seater touring body, painted grey; wind-screen, one-man hood, five wheels, four tyres, electric lighting and starting set, complete equipment of accessories.

CUBITTS' ENGINEERING CO., LTD.

Showrooms - - - - - - **56, CONDUIT STREET, LONDON, W.1**
Service Station - - - - - - **258, GRAY'S INN ROAD, LONDON, W.C.**
Factory - - - - - - - - - - **AYLESBURY, ENGLAND**

J.C.F.

TYRE TROUBLES

THE weak point of the motor car is still the pneumatic tyre. We can be almost certain that any good car, properly driven and cared for, will pile up many thousands of miles without giving trouble; but we cannot be sure that if we go for a mere ten-mile spin on an absolutely new set of tyres we shall not have a puncture. We may buy the best known and most expensive of non-skid covers and still suffer from side-slip; in this respect the driving has considerable concern and the design and weight distribution of the car some also. But so far as the tyre is concerned we have yet to see the perfect non-skid cover.

On the other side of the shield, it has to be admitted that tyres have improved wonderfully in wearing qualities and with proper use will run as many miles as any reasonable person can require. So far as their non-skidding propensities are concerned, however, different types vary from mediocrity right down the scale to outright badness. One hears an owner remark sometimes that it is next to impossible to make his car skid. It may be so, although one would be inclined to question the veracity of the statement; but, in any case, the reason is more likely than not the excellence of the design of the car rather than that of the tyres.

There is so wide a diversity of tread patterns that it is impossible that all should be of equal value from the non-skidding point of view; so many that one is justified in wondering what can have been the guiding factor in the various makers' selection of pattern. Some tyres have round treads with differently grouped protuberances; others a square tread with mere ribs. They cannot all be right; and as none is so very bad as to be unusable, it appears that, on the other hand, there may be room for improvement even in the best.

But, again, how is a maker persuaded to adopt any particular pattern? I would not mind hazarding the statement that all too frequently mere attractiveness of pattern is regarded as the main point, so long as the design is not too obviously bad. Then cost of manufacture has considerable bearing on the matter, and, further, even where *bona-fide* experiment has been carried out for the one object of producing a really efficient tread, it may be found on referring to the Patent Office that the design has been anticipated.

To give him his due, the tyre manufacturer has a difficult problem to solve. His cover must provide resilience in maximum degree, but at the same time it must be enormously strong in the walls and tread to withstand side-strains. It must prevent side-slipping and provide a forward and rearward grip without offering too great a resistance to traction. It must not be too heavy nor too expensive; it must be easy to attach and yet immovable when attached. Above and beyond all this, it must have sufficient thickness of rubber, and rubber of the requisite quality, on the tread to give long life and some degree of puncture resistance.

Can one wonder that sometimes the maker falls to the temptation to turn out a compromise in which all these qualities are combined in small proportions, the balance of the 100 per cent. being represented by the attractiveness of the tread pattern?

There is another point which the average motorist does not always appreciate in regard to some "pretty" non-skid patterns, and that is that while they may be fairly efficient when new, they very quickly become mere plain treads without any special non-skidding qualities. We were amazed recently to hear the designer of a moderate-powered car which had been practising at Brooklands say, in regard to one of the best known of our British tyres: "Oh, we don't regard it as a non-skid tread—the knobs wear right down in about twenty-five laps. Of course, we get some thousands of miles out of the covers on the road after that."

Seventy miles or so at Brooklands probably represents a good many hundreds of miles' travel on the road; this particular cover, therefore, is doubtless quite reasonably efficient. But this experience illustrates my point—that when the "pretty pattern" is only half an inch or thereabouts in depth, the cover will quickly lose any non-skidding properties which it may have possessed originally. Non-skidding qualities, one might say, are like beauty in being only skin-deep.

Having ventilated my complaints as to the non-skidding qualities of the average cover, let us consider a legitimate cause for still further grumbling in regard to the difficulty of attachment and detachment of most tyres. It is admitted, of course, that the necessity for the cover to "stay put" when it is in position is in direct opposition to the necessity for easy removal; but it appears that most people concerned with the problem have attacked it from the wrong angle. The motorist is provided with one or more spare wheels, and when tyre trouble occurs he merely changes a wheel. This is all right so far as it goes, but actually the task of tyre removal is only deferred. Someone else, it is true, may have to perform it, but on a tour the owner may easily find himself under the painful necessity of doing the work himself by the roadside.

Obviously, since the tyre manufacturer has more or less thrown in his hand in the matter, the only present solution is that even detachable wheels should be provided with detachable and contractible rims. And in this matter the straight-sided tyre very distinctly scores. It must have a detachable flange or some such fitting if it is to be used at

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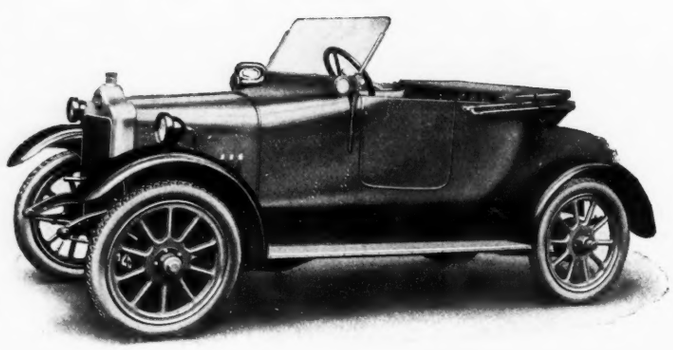
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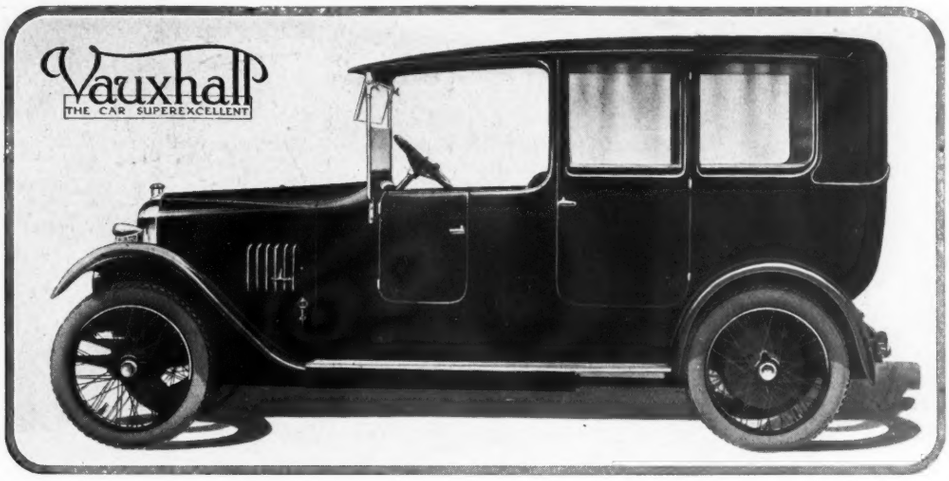
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of the standard 25 h.p. Vauxhall-Warwick landaulette and of the standard 25 h.p. Vauxhall-Arundel interior drive cabriolet. Prices: 25 h.p. Vauxhall-Warwick landaulette (seating 7), £1,400; 25 h.p. Vauxhall-Arundel interior-drive cabriolet (seating 4). £1,380. ¶ Immediate delivery can be given also of a special 25 h.p. Vauxhall-Warwick landaulette, painted dark blue, with black wings and mouldings, upholstered in fine grey cloth and fitted with dictograph, "Perfect" window lifts, silk blinds, and oversize wheels and tyres, £1,464.

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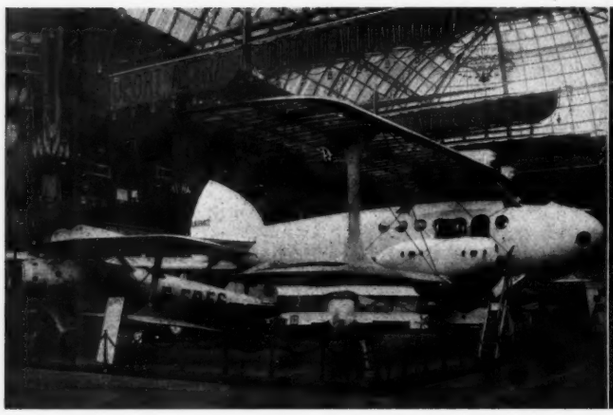
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all; consequently, whether the wheels themselves be detachable or fixed, the car owner is not faced with any very serious labour in case of trouble on the road.

The relative efficiency of straight-sided and ordinary Clincher-pattern covers is very much a moot point just at present, and, as a matter of fact, the comparative failure of straight sides in the Grand Prix has cast rather a gloom upon the prospects of the type, in this country at least.

So far as the ordinary car user is concerned, however, the main point appears to be that if he has straight-sided tyres he is automatically provided with means of easy detachment, whereas with the more usual beaded edge he is dependent upon a comparatively expensive accessory to secure this end. Probably the running and life of the one type of cover are as good as those of the other. One is aware that absolute perfection is physically unobtainable; but it would appear from a fairly close study of the performance of the modern pneumatic tyre that, greatly improved as it is, it has not reached even that stage of comparative perfection to which the motor car itself has attained. B.

A NEW KIND OF BROOKLANDS RECORD.

A NEW type of Brooklands record has been set up by Mr. G. Crocker, driving an 11.9 h.p. Albert car. Under R.A.C. observation he made a hundred successive climbs of the test hill, a feat that, it is claimed, has never before been accomplished, and probably, we would add, never before been attempted. At the end of each climb the gear was put into neutral and the car dropped down the hill against the brakes. Interesting information to be derived from this performance is that although no fan belt was used, no water was consumed, nor was any oil added to the engine. Second gear was used for every climb, which in itself is a high compliment to the power of the engine, as, presumably, each climb was made from a standing start; and, although the brakes were in use for approximately one hour, their efficiency was not impaired. This Brooklands achievement followed immediately on another R.A.C. trial of the Albert car, when a distance of 1000 miles was covered over the R.A.C. six standard routes at a fuel consumption of 31.7 m.p.g., and an oil consumption of 1,334 m.p.g., without any involuntary stops.

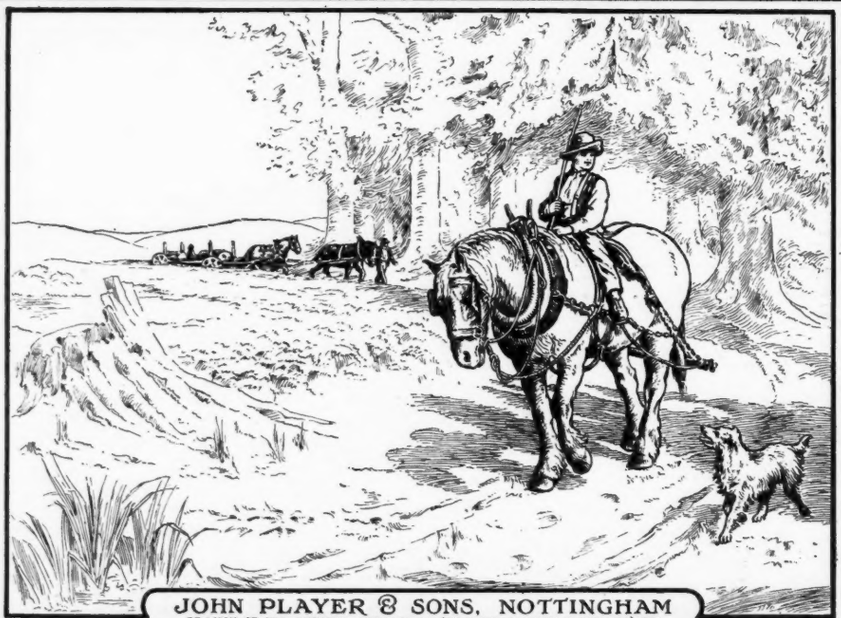
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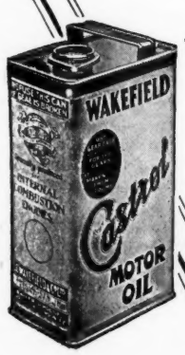
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ANTHRACITE STOVES AND FIRES

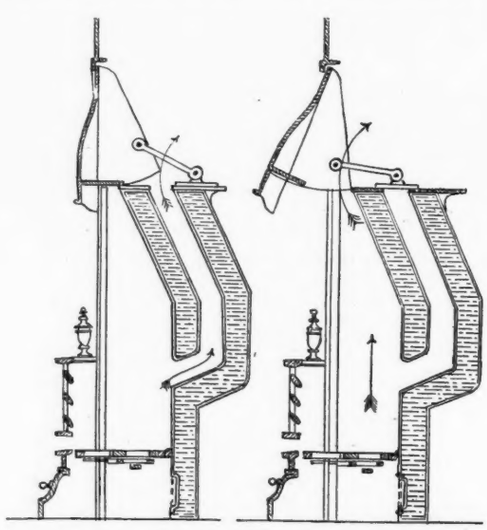
DURING the last few years, in face of new and difficult conditions, there has been a discovery of the home—or, rather, of the work to be done in it—and this has found expression in the reconsideration of existing labour-making arrangements, and their substitution by others that enable the housework to be carried out with the maximum of convenience. In this matter of housework there is no factor which causes so much labour directly or indirectly as our ordinary open fireplaces, and though it is not in the least likely that these will be banished from English houses, as they commonly are on the Continent (the love of them in leisure hours being too firmly engrained with us), there is unquestionably a great demand for arrangements that will heat our rooms in an inexpensive and labour-saving way. Radiator systems are, of course in general use, but frequently in a house where no such system exists it is desired to supplant the open fireplace, and in this connection especially the anthracite stove can prove its worth.

These stoves are now obtainable in all sizes, sufficient to meet every requirement, and in conjunction with them it is possible also to have a boiler, so that radiators may be heated from the same fire. It is to be regretted that so many of the stoves are of such tortuous shape and so over-wrought with ornament, but some, at any rate, are well designed, and with these the architectural proprieties of a room can be kept in countenance. There are Carron stoves that may be commended on this account, especially the "Omega" pattern, in the form of a square pedestal with moulded lid and base and a shapely door with the usual mica panels. Of established reputation are the "Esse" stoves, and it is particularly noteworthy of these that they burn well under all conditions—the result of their "working parts" having been designed to meet the needs determined by practical experience. Pither's "Radiant" stoves also call for mention in this particular.



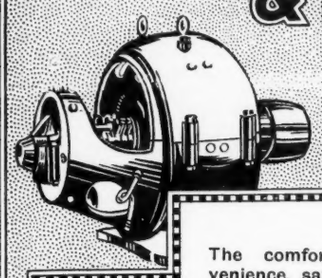
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Showing adjustment of dampers. This grate burns anthracite as an open fire, and heats radiators in other rooms.

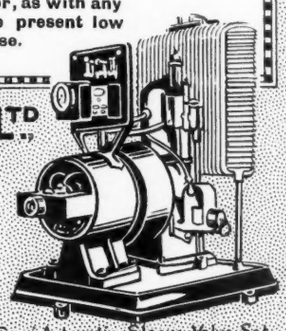
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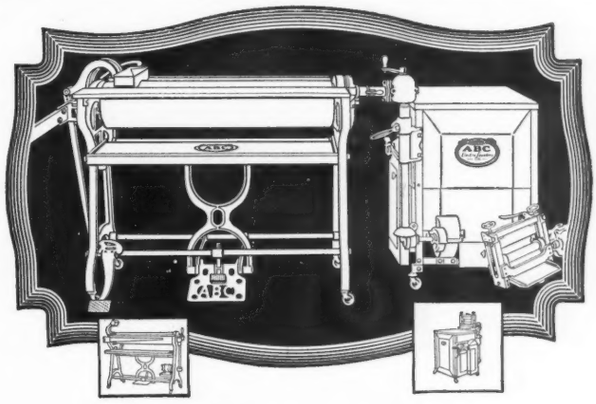
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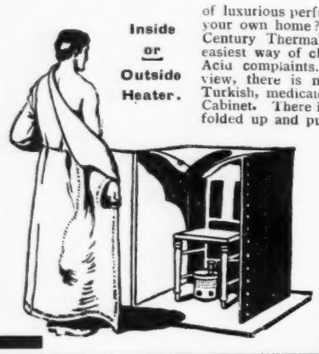
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grate is obtainable in four different sizes, with heating capacities of from 2,500 cubic feet to 3,500 cubic feet, and a radiation of 30 square feet to 150 square feet.

From personal experience of anthracite stoves the writer is able to say that they are remarkably effective and satisfactory. They need to be filled only twice a day—night and morning—and the ash removed once a day, both operations being of the simplest possible character. Usually they are installed in the hall, but they are quite satisfactory also in a dining-room or sitting-room, especially in the former when it is used for meals only, as the room is kept comfortably warm overnight; thus, for example, it is possible to have a meal with perfect comfort the first thing in the morning—which is generally impossible in winter time in a room of any size heated by a fire that has to start from "cold." This is a matter that gives peculiar satisfaction. Then, again, the anthracite stove is a boon in a house where some room must be left untended, perhaps, for the best part of the day, for the fire will still be alight and the room cosy and warm after this long interval, whereas a coal fire would have burnt itself out and the heat all lost by way of chimney and door and window, leaving the room cold and cheerless. Quite a remarkable degree of control is possible with the back and front dampers, according to climatic conditions. Obviously, when the weather is dry and there is a high wind, the dampers need to be closed far more than when the air is still and moist. And apart from these conditions of weather one's personal wishes can be met very completely. Thus, an anthracite fire can be kept going hour after hour at minimum intensity by closing the dampers to their fullest extent. This is normally done when retiring for the night. Then, in the morning, the dampers can be opened full, the ash shaken down into the tray, and



AN ANTHRACITE STOVE, IN A SITTING-ROOM, FITTED IN FRONT OF AN EXISTING GRATE.

very soon the fire will be seen fully aglow through the mica front, a delightful radiation coming from it.

The complaint has sometimes been made that anthracite stoves, like gas fires, dry the air over-much, so that in a room so warmed one experiences a flushing of the face. But the opening of a window or door, ever so little, will rectify this. It is the lack of movement in the air, rather than the drying of it, which is at fault. For this reason it is generally the practice, as already stated, for anthracite stoves to be placed in the hall. But they are quite suitable for fixing in rooms also, so long as these are not too small and are not intended to be used with doors and windows closed for any long time.

With regard to the cost of running anthracite stoves, the writer has proved from personal tests that with anthracite even at the present extortionate price of £5 per ton a stove sufficient to heat a room about 15ft. square costs less than 8d. for twenty-four hours, burning continuously, whereas a test made at the same time under similar conditions showed that with an ordinary hearth fire burning best household coal the cost was practically the same for twelve hours. The open fire, of course, had the cheerier appearance, but against this had to be set the trouble entailed by it, and the fact that its running cost was twice that of the anthracite stove.

As things are, it seems very probable that while we shall use coal or wood for the fires which we desire to sit around, anthracite stoves and fires, or similarly convenient and inexpensive methods of heating, will be employed for the rooms of the house that are only required for meals or for similar temporary or occasional purposes.

R. R. P.

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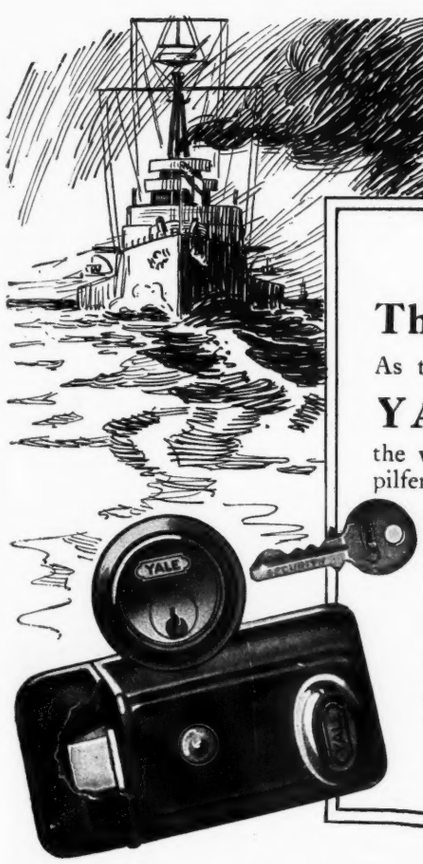
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ONE of the most exquisite books published this year is *The Beggar's Opera* (Heinemann, 15s.), illustrated with the scenes and costumes which were designed for its production at the Lyric Theatre, Hammersmith, by the late Claud Lovat Fraser. The book will be a living and beautiful memorial to the genius of the artist—a genius touchingly described in a very tender and lovely foreword written by his friend, Mr. John Drinkwater. What more beautiful description could be attributed to anyone than "He had a heart to praise, an eye to see, And beauty was his king"? Future generations will always connect Mr. Lovat Fraser's name with "The Beggar's Opera." He has exquisitely caught the spirit of Gay's age, and he has combined with it that individual touch of genius which raises him to the pinnacle on which he stands alone in his kind. It is good to realise that Mr. Lovat Fraser lived long enough to know that his work had been justified by results.

Some Cairo Mosques and their Founders, by Mrs. R. L. Devonshire (Constable, 17s. 6d.), is a really important book of its kind, illustrated with photographs which add very much to its value. It is intended for ordinary readers, and should appeal to the many visitors to Egypt.

Mr. Eden Phillpotts, whose poem, "Wassailing the Apple Trees," readers of COUNTRY LIFE must remember as one of the most attractive features of one of our issues some time ago, has expanded the idea and, with this and many other poems, issued a veritable Saga of the cider orchard under the title, *A Dish of Apples* (Hodder and Stoughton, 7s. 6d.). Mr. Arthur Rackham's illustrations and Mr. Phillpott's poems together make up a volume of pure delight.

> "While round each door the feathered people run—
> White, spangled, bronze and coral red of comb."

What could take you back to the heart of the country more surely than such lines as these?

Old Inns (Heinemann, 25s.), written and illustrated by Mr. Cecil Aldin, suggests a very feast of delight for everyone who, to quote Shenstone, as Mr. Aldin—and everyone else—does, knows what it is to find "welcome at an inn." The pleasantest anticipations will not be disappointed on further examination of this excellently turned out volume. The pictures, both in black and white and in colours, will be a joy to all so fortunate as to possess it. The area of the country covered, though chiefly in the South and West of England, is very wide, and few people will not find here a record of some pleasant hours.

Lovers of the horse will appreciate *Horses and Movement* (Cassell, 15s.), which contains excellent reproductions of horses in action, with a foreword by Mr. Martin Hardie and an entertaining note on the drawing of movement by the author-artist, L. D. Luard.

Children in Art and Nature (Batsford, 16s.), by Adolphe Armand Braun, is a profusely illustrated exposition of its title, and will please most people; for everyone likes children.

Anyone who is interested in big-game hunting must find *Days and Nights of Shikar* (The Bodley Head, 12s. 6d.), by Mrs. W. W. Baillie, enthralling reading. Her tiger-shooting adventures will make the reader envious or thankful, according to temperament, but prove her a most intrepid lady and a "good sport" in the fullest meaning of the term.

In *Birds One Should Know* (Gay and Hancock, 10s. 6d.) Canon Theodore Wood has made a most attractive bird book for popular reading. It is simply and clearly written and most beautifully illustrated. It should be on the table of every gardener and orchardist—in fact, every country dweller of every sort, for Canon Wood has devoted the utmost research and attention to the vexed question of harmful and helpful birds, and his book may be taken as a sure guide on the subject. The illustrations by Roland Green, F.Z.S., are excellent.

No, one has not been accustomed to think of Kent as a particularly beautiful county, though one knows that the natural phenomena that make any country beautiful are equally kind to the flat stretches and overgrown towns that abound in Kent; but Mr. Donald Maxwell, an optimist and an artist, can sift away material until only the beautiful is retained, and then we are astonished to find what an enormous amount there is to admire in, say, a slag-heap, an iron foundry, cement works. In Mr. Maxwell's words, "The serried ranks of chimneys and multitudinous kilns and quays create an intangible world that some enchanter might have produced by magic." Besides making us see by his sketches and words how really romantic are some things one has left unconsidered because one's eye saw only their ugliness Mr. Maxwell, in *Unknown Kent* (Lane, 12s. 6d.), has brought to light some exquisite little corners of the country of which the lazy holiday-maker has never even dreamed.

It was extraordinarily clever of Mr. Howard Pyle to think of writing a book about pirates and, what is more, a really serious book of historical pirates and the pirates of literature. He has made a cult of the pirates of the Spanish Main, and so imbued is he with their spirit that it is small wonder that at the bottom of his preface he draws a portrait of himself looking as much like a pirate as any of his excellent pictures which illustrate this book, *Howard Pyle's Book of Pirates* (Harper and Bros., 21s.).

Very good and clear reprints of Robert Browning's poems and *Lays of Ancient Rome* have just been published at 9s. and 12s. respectively, by Humphrey Milford, in an attractive new form of leather binding.

HUMOUR IN LINE AND LETTERPRESS.

The Gilbert and Sullivan season at Prince's Theatre has demonstrated the fact—not really at all a surprising demonstration—that the hold these plays have on public affection is, if anything, waxing rather than waning. Gilbert's own prose version of *The Story of the Mikado* (O'Connor, 6s.) appears most opportunely. It has perfectly delightful illustrations, and the words of many of the songs are included. Nothing could give a Gilbert and Sullivan lover more joy.

Mr. Stephen Leacock's *Nonsense Novels*, enhanced—if enhancement is possible—by illustrations for which Mr. John Kettelwell is responsible, comes from The Bodley Head, priced at half a guinea. It is a wonderful half-guinea's-worth of merriment, and no one who has not a copy should hesitate to invest in it at once.

The Wherefore and the Why (Methuen, 3s. 6d.) has as its sub-title "Some New Rhymes for Old Children," but though the old children appreciated them very highly when they first appeared in *Punch*, it is not at all to be assumed that, with George Morrow's most comical illustrations to embellish them, the fun of A. P. Herbert's verses will not appeal to quite young children very nearly as much. It surely would not require a great experience of life to comprehend the joke of such a rhyme as "The Spider," which begins:

> "How doth the jolly little spider
> Wind up such miles of silk inside her?
> The explanation seems to be
> She does not eat so much as me."

Mr. A. A. Milne's final collection of *Punch* articles under the title *The Sunny Side* (Methuen, 6s.) is yet one more of the books safely to be recommended as a gift for a man. Mr. Milne's sunny and whimsical humour, with its foundation for the rightest of right thinking, stands out most delightfully among the light literature of the day.

Give *Humours of the Street*, by G. L. Stampa (Methuen, 6s.), this Christmas to *pater familias*. He is an extraordinarily difficult member to deal with at this present-giving season, but his thanks will be uncomplaining, because Mr. Stampa's drawings are wonderfully and cleverly funny.

Light Articles Only, by A. P. Herbert (Methuen, 6s.), which is illustrated by George Morrow, is another book for which the male "givee" cannot fail to be grateful. The chapter called "The Art of Drawing" is very good fun, so also is the series "Little Bits of London."

Parodies Regained, by Evoe (Methuen, 5s.), illustrated, again by Morrow, will be much appreciated by those who are familiar with the works of the modern poets. Evoe has an agile mind and a fine sense of humour, and he is so good-natured that though his poems may constitute a criticism of some aspects of his victims' work, they will probably enjoy them as much as anyone. "The David Jazz," after Vachel Lindsey; "Fidelities; or the Life of John Linkwater" (who is certain to appreciate his Cotswold pig), and "Go," after John Freeman, are among the best. We wish the illustrations had been rather more lifelike.

Reginald and Reginald in Russia, by Saki (Methuen, 6s.), is a reprint of the two books published separately some years ago. The author was killed in the war, but his spirit lives in these neat little sketches of various incidents that occurred in Reginald's life. They are real literature with a delicate vein of humour.

Humorous sketches, a hundred and seventy-five of them, with plenty of reading matter, form the contents of *A Cartoonist Among Animals* (Hurst and Blackett, 3s. 6d.), in which Mr. Leonard R. Brightwell makes merry very successfully for his readers' entertainment.

Included in the Trip (Ball, Sons and Danielsson, 31s. 6d.), by Reginald Cleaver, is one of the most amusing among the gift books of the year. "A Tourist Primer for a Round Tour" is its comprehensive sub-title. Everyone has travelled, more or less, and here in letterpress and clever illustrations the pleasures and pains of travel—but, it must be confessed, chiefly the pains—are most amusingly recalled. The pictures of stewards and stewardesses producing "conclusive evidence" that a voyage is nearly over would take a great deal of equalling for sly humour and faithfulness to fact.

BOOKS FOR CHILDREN

BOOKS OF FAIRYLAND AND FANCY.

Children have never been luckier in their Christmas books than they are this year, for no less a writer than Mr. W. H. Hudson has put pen to paper and given them a story of their very own, which Miss Dorothy P. Lathrop has illustrated most beautifully in black and white and in colour. It is called *A Little Boy Lost* (Duckworth, 21s.), and little Martin, of whose wanderings and adventures it tells in Mr. Hudson's own pure and perfect style, is going to become one of those figures which play a part in the life of every fortunate child and the book a treasure in hundreds of schoolrooms and nurseries. Schoolrooms and nurseries!—that is not enough. The child who grows up with Martin's life among the birds and beasts and flowers, the savages, giants and fairies as a daily companion will find in it so much of the purest spirit of literature that it will become a treasure of grown-up days as well.

Another most beautiful book issuing from the same publishing house, at the same price and, last but not least, illustrated by the same artist, is Mr. Walter de la Mare's delightful story *The Three Mulga-Mulgars*. It tells of the doings of three fascinating monkeys of "the blood-royal," Thumb, Thimble and Nod, who went to look for the Royal Valleys from which their family had been exiled, and had all sorts of adventures by the way.

What to buy for the quite little person in the way of a book gift is often something of a problem, but this year Mr. Walter Jerrold has provided a very happy solution of the difficulty in *The Big Book of Nursery Rhymes* (Blackie, 17s. 6d. and 12s. 6d.), which he has selected and edited. There are illustrations in black and white on every page, hundreds of them, by Mr. Charles Robinson. Rhymes have always a special fascination for the nursery folk.

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There are so many loyalists of the Principality even in England nowadays that *Wonder Tales of Ancient Wales*, by Bernard Henderson and Stephen Jones (Philip Allan and Co., 21s.), is assured of many readers. The pride of the Welshman in his national heritage of history and temperament will naturally urge him to procure the means, in this delightful book, of passing on the living spirit of the race to his children. For English, Scottish and Irish children the book also has its charm, as a storehouse of hitherto unknown stories, whose kinship with the youth of a race will make them loved by individual youngsters. The Welsh spelling of the names and the phonetic equivalents in the margin give an air of authenticity, and the binding and illustrations are all that could be desired.

Tales of Happy Common, by Agnes Crozier Herbertson, illustrated by Lilian A. Govey (Dean and Son, 1s. each), appear again in five little volumes, which must inevitably prove attractive to little girls and boys.

The dearest of all the fairy books, *Hans Andersen's Tales*, comes in a fresh dress this year from the Oxford University Press, 15s. All the best loved stories are included, and there are illustrations which are just everything that illustrations to Hans Andersen should be. The frontispiece, in which Eliza, walking in a flowery mead, is looking up to greet her swan brothers, is compact of liveliest imagination, and the book is of just the right size and weight.

The Treasure of the Isle of Mist, second edition (Philip Allan, 7s. 6d.), is one of those delightful books for girls in which one walks quite comfortably out of everyday life into fairyland. It has delightful animal characters in it, and one rather enjoys being introduced to the inner thoughts of dogs, even while one knows it is only in fairytale.

One need not be very old or very wise to appreciate the delightfulness of *The Magician's Carpet and The Garden of Enchantment* (Mills and Boon, 3s. 6d.). Alice and Clarence Ponting have hit upon the clever idea of illustrating their stories with photographs, and they give a reality to their subjects which no drawing, however good, could impart. Here is a photograph—George and Dorothy flying over the sea on their magic carpet and the Witch pursuing them—and after that what is the use of saying that such things don't happen?

"A pigwing is a kind of guinea-pig with long wings that roll up when the animal is not flying." This is the spirit of Lewis Carroll-like fantasy in which Jean de Bosschère has written and illustrated *Weird Islands* (Chapman and Hall, 12s. 6d.). To heighten the resemblance the book is full of strange birds and beasts, and a Carpenter is one of its leading characters; but the most devout lover of the immortal Alice will not be affronted by any plagiarism. *Weird Islands* is a quaint and most original production, with illustrations which exactly fit.

The very beginnings of fairytale lore are lovingly gathered together in *Old Time Stories* (Constable, 15s.), translated from the French by A. E. Johnson, for, of the eleven, eight are by Master Charles Perrault, who flourished in the seventeenth century; two by Mme. d'Aulnoy, who was his contemporary; and one, *Beauty and the Beast*, by Mme. Leprince de Beaumont, who died in 1781. There have been very few books for children published in recent years better worth treasuring than this, and though most of the stories are well known to everyone in outline, their detail will impart fresh interest to them and several will be quite new to English readers. The illustrations by W. Heath Robinson are things of a most original beauty.

Really jolly illustrations are a feature of *The Green-faced Toad and Other Stories*, by Vera B. Birch (The Bodley Head, 7s. 6d.). Lois Lenski has scored neatly with her portraits of the nobility and gentry of Red-nose Land, where "everybody did their best to have ears that stuck out, bald heads, protruding teeth and everything frightful you can think of"; and the other pictures are just as good. Young people who fancy *things* on the stairs after dark and *eyes* in the bed curtains might profitably have their attention directed to the fifth of the six stories, "The Desolate Things." They will probably feel very creepy when they are reading it and less creepy ever afterwards.

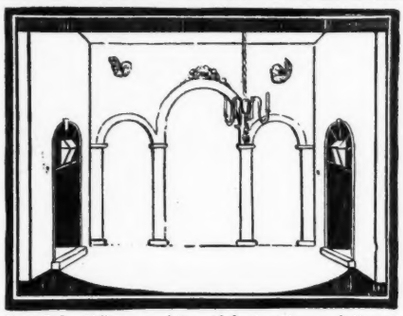
The story of Maeterlinck's play *The Betrothal*, under the title of *Tyltyl*, has been written for children by Alexander Teixeira de Mattos and appears under the ægis of Messrs. Methuen. It is illustrated most fittingly in colours by Herbert Paus, and is priced at a guinea. The pictures have caught the very atmosphere of the letterpress, and the letterpress the very fragrance of the play. It is very simple and very beautiful, and for a thoughtful and imaginative child Christmas could not bring a more lovely gift.

STORYBOOKS FOR BOYS AND GIRLS.

The schoolgirl who doesn't fall in love at first sight—at the very instant of unwrapping it from its brown paper—with *Mrs. Strang's Annual for Girls* (Milford, 6s. 6d., and cloth, 8s. 6d.) will deserve—well, she will deserve not to be allowed to read it, and that is the sort of punishment that only a very hard-hearted tyrant could inflict on anyone. The book is a rich mine of all the reading matter girls love best—and boys will probably be found browsing on it when no one is there to scoff; for, besides excellent fiction by, among others, Katherine Tynan, Christine Chaundler and Margaret Ashworth, P. Anderson Graham writes of the wild rabbit, and there is an excellent article on "Starting Golf" which will appeal very poignantly to the young idea to-day.

Peppery Pat and the Others, by L. E. Tiddeman (Chambers, 3s. 6d.), is a bright story for little girls of nine or ten years of age, which some seniors will, no doubt, enjoy reading aloud to the nursery folk.

There is one author, at any rate, who never fails his boy admirers at Christmas-time, and that is Sir Henry Newbolt. This year's book, *The Book of the Grenvilles* (Longmans, 7s. 6d.), is as interesting as any of its predecessors. It is described as a true tale of the adventures of three modern schoolboys who, in a continuous story, go back through the ages and share the adventures of the Grenvilles of the fourteenth century, the Elizabethan age and the Civil War, and they finally meet their descendants, the Grenfells of our day, who fought and fell so gallantly in the Great War—great souls who kept alive the spirit of their forebears.



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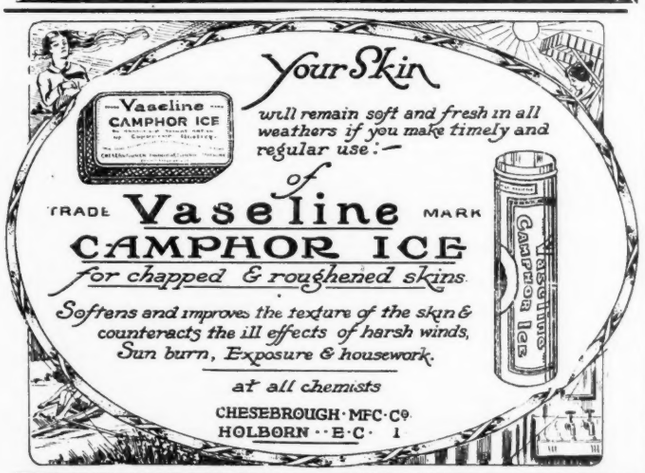
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Back to Billabong, by Mary Grant Bruce (Ward, Lock and Co., 4s.), and *Comrades Ever*, by Escott Lynn (Chambers, 6s.), take their readers across the seas to Australia and German East Africa respectively. The former is a fairly quiet story of its kind and ought to be a favourite with girls of thirteen or fourteen; but the latter is a highly exciting story written by one who was on the scene of the adventures narrated during the war, and that certainly adds a great feeling of conviction to the thrilling incidents recounted. Two boys' school stories, a type of book eagerly devoured by a certain section of the youthful reading public, will not disappoint. *Dixie of the Cock House*, by Kent Carr (Chambers, 5s.), and *Teddy Lester*, by John Finnemore (Chambers, 6s.), two well known authors, are full of the inevitable troubles, misunderstandings, jokes, mysteries, excitements, as well as (thank goodness!) the inevitable triumph of the real white man.

For the seventeenth year Messrs. Ward, Lock and Co.'s *Wonder Book* of poems and stories makes its welcome appearance. For many young people this is *the* Christmas publication, and this year's number is as good as any of its predecessors—if not better—and a wonderful six shillingsworth of entertainment.

Robinson Crusoe (Ward, Lock and Co., 6s.) appears again this winter in a fresh guise, designed by A. E. Jackson, who contributes forty-eight colour plates and gives to the children a very pleasing picture of the island of Juan Fernandez. The book is very well printed and attractive altogether.

Among books with plenty of reading in them for girls who are keen on school and all the jolly times young people have there nowadays comes Mary Baldwin's delightful *Three Pickles in and out of School*, which Messrs. W. and R. Chambers publish at five sh ll.ngs.

The Trail of the Ragged Robin, by Flora Klickmann (R.T.S., 7s.), is one of those books which both the schoolgirl and her sister who is "out" can enjoy. A very charming combination of story and nature study and human nature study which is sure of many readers.

SCIENCE AND NATURE STUDY IN DISGUISE.

Woodland Tales, by Ernest Thompson Seton (Hodder and Stoughton, 8s. 6d.), will open the eyes of young folks to the many things that are to be looked for in the springtime, in the summertime, in autumn and winter, in the skies and on the earth. Here they are told why the dog wags his tail and even the sort of thing they themselves are.

And *On the Edge of the Wilderness*, by Walter Pritchard Eaton (Cape, 6s.), will give them to see the life which is beyond the reach of the ordinary person to investigate for himself, and will widen the outlook and quicken the intelligence in the knowing. It is very jolly to be allowed to get acquainted with Swiftfoot, the big grey timber wolf, and Old Reddy the fox, and Lucy the wild cat, and lots of others, all brave and independent and daring, and just doing as they really and truly do when there are no human beings watching them. Mr. Eaton can be trusted; he knows so much about the wild creatures of the vast spaces that we feel he is speaking the exact truth.

Archibald Rutledge, in *Plantation Game Trails* (Constable, 20s.), gives a most attractive account of a sportsman's life in South Carolina. This is really a book for the sportsman's library, but we include it in this list of Christmas books, for every English boy (and every English girl, too, in these days) is a sportsman at heart and will love the account of life in the wilderness and the pursuit of alligators as well as the more ordinary game. Mr. Rutledge writes in the straightforward manner of one who is, above all, a keen sportsman. These three books are beautifully illustrated.

Adventures in Beaver Stream Camp, by Major A. Radcliffe Dugmore (Hodder and Stoughton, 8s. 6d.), is a work of natural history in the form of a story for smaller boys. The boys of the story get lost in the Northern wilds, and in the course of their adventures they learn a great deal of practical common-sense and something about bears, caribou and other dwellers in those regions. The book is illustrated with photographs.

British Insect Life, by Edward Step, F.L.S. (Werner Lawrie, 10s. 6d.), is for the boy who is seriously interested in entomology, as well as the entomologist himself. Information about insects common to the countryside, butterflies and moths and the "more neglected orders" is given very fully, with numerous illustrations. This is a really sound scientific work.

Then the romance of inanimate things appeals very particularly to some young minds, and they will find *The Romance of Modern Railways*, by T. W. Corbin (Seeley Service, 7s.), a very satisfying book with its history of locomotives, and photographs galore.

The Wonder Book of Why and What (Ward, Lock, 6s.) will prove an enormous help to parents when their offspring innocently (we hope) seek to discover the barrenness of their general knowledge. What are mountains? How do we hear? How are postage stamps made? What is water? What is at the bottom of the sea? are among the many vital problems here solved, and in language so simple that the explanation can be passed on as it stands without any further effort.

BOOKS FOR THE GARDEN LOVER

Two books particularly for the garden lover have been written by Mary Hampden, *Rose Gardening*, which is illustrated both in colour and line and costs 7s. 6d. (Thornton Butterworth), and *Town Gardening*, from the same publisher, at 6s. Though garden work may be largely in abeyance for most of us during the winter, garden dreams and plans are a never-failing resource, and here is any amount of material for them.

Practical Carnations, by L. J. Cook, F.R.H.S., (COUNTRY LIFE, 3s. 6d.), is exactly what its name suggests, a most handy and useful guide for the lover of these loveliest of flowers.

Many people who have friends abroad will want to buy them *A Book of Gardening for the Sub-Tropics* (Witherby, 6s.), by Mary Stout and Madeline Agar, for home flowers are the exile's delight. This little book, compiled from personal experience and much investigation, should give a great deal of most innocent happiness.

A Handbook of the British Lichens, by Annie Lorrain Smith, F.L.S. (British Museum), will be found by the botanist a reliable guide to these fascinating plants.

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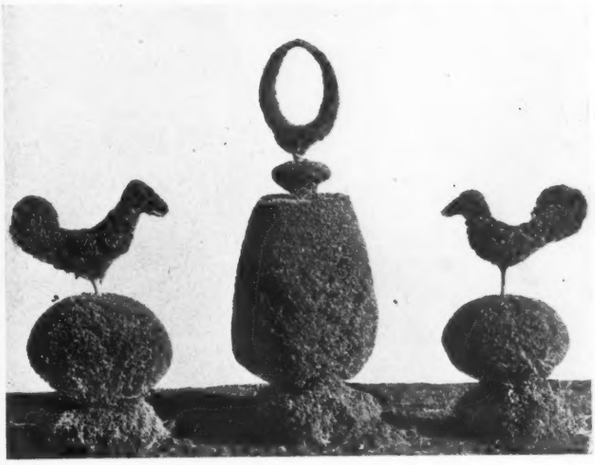
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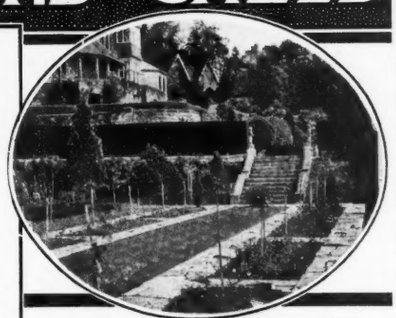
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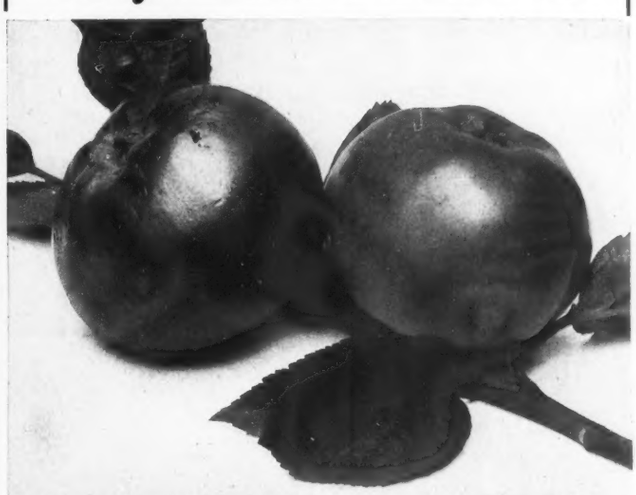
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THE DANGER OF UNDER-INSURANCE

THE other day a friend was showing me an elegant bookcase—it was eighteenth century elegance—which he had recently purchased. He was full of the pride of possession. It had come from the library of a great house where books had been treasured for their own sakes and not merely for the richness of their bindings. It was a bookcase which suggested wealth, but wealth combined with distinction and dignity. He had put his own choicest books upon the shelves and was modestly proud to think that they were not unworthy of their new setting. It was a bookcase, in a word, which would appeal strongly either to a lover of old furniture or to a lover of books, and my friend was both.

But when I asked him whether he had specially insured it and for what amount, his reply was that he had not thought of such a thing. He was insured, of course, for a round sum, and he supposed that his new possession would be included in the general total. And yet he is deemed a man of sense by his friends, and he was surprised when I upbraided him for his folly, pointing out what a poor fraction of its true value he was likely to get for his bookcase if his goods were to perish by fire.

THE TENDENCY TO ACCUMULATE.

Yet scores of persons are in very much the same position as he. They take out an insurance policy to cover all their belongings against loss by fire. It may be adequate—though it rarely is—when it is first taken out. Most people are guilty of under-insurance, knowing that the risk is relatively small and that if they are ordinarily lucky they will never have a fire till the end of their days. So they take liberties with fortune and economise on their fire insurance, with disastrous results if they are caught.

But even if the policy provides reasonably adequate cover when it is first taken out, such adequacy normally tends to disappear very quickly. It is strange how things accumulate in a well established household. Few householders have a regular turn-out of their belongings, for most of us, in one shape or another, have the hoarding instinct of the jackdaw. Furniture may be deposed from its original location, according as better pieces are acquired, but it is usually squeezed in elsewhere and is rarely sent to the auction mart. Business men who cheerfully scrap their old machinery will not scrap their old household goods, which are banished to bedrooms or the attics, and so the process goes on. When one changes house one is always surprised at the quantity of one's belongings.

THE VALUE OF A SCHEDULE.

The householder, therefore, who does not revise his fire policy periodically is a certain loser if he is unfortunate enough to be the victim of a fire. The choicer the things which he buys the greater the risk he runs. Anyone who owns good pieces of furniture and lumps them all in with a mass of heterogeneous belongings is inviting heavy loss.

What he should do, of course, is to have his best things specified in a schedule attached to his policy, with the insured value of each piece clearly set forth. Then there is no disappointment when the settling day comes. The amount recoverable on each is plainly set forth, and he knows exactly where he stands. Certainly this will cost rather more, and it is extraordinary how many well-to-do people grudge the money which they pay in insurance, as though it were thrown away unless they have occasion to make a claim. Yet tranquillity of mind is well worth paying for, and these very people would never cease to bemoan their hard luck if they sustained serious loss through their own carelessness.

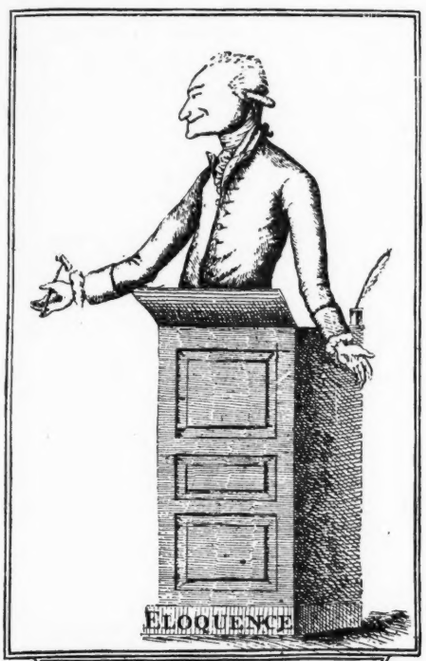
The cardinal rule is that the householder should take as much trouble with his fire policy as he does with his life policy or with the disposition of his effects in his will. Anything worth more than a few pounds, anything which has a considerable intrinsic value, should be separately insured. He can still leave the bulk of his goods covered by a general sum total, and if he puts this fairly high he can be sure of adequate protection for the normal increase of his belongings.

THE FAIR WAY FOR BOTH SIDES.

Some people, more than usually careful, like to have an inventory of all their goods with the value shown, but this is not at all necessary, and some companies do not like the trouble which it involves. The important thing is that all articles of real value should be separately shown, so that there may be no dispute in case of claim. This is the only fair way for both sides. The companies must protect themselves not only against fraudulent claim—that goes without saying—but also against the tendency, almost universal among mankind, to value a thing more highly when it is gone than when it was in safe possession. One remembers new and unsuspected beauties—and therefore values—in the chair or picture or table that was unfortunately burnt. "The thorn is spared when the rose is taken," but how can the insurance company be expected to understand the unique fragrance of the lost flower? F.

WHO'S WHO?

CONCERNING the pictures, let them tell their own story. The first is a caricature of the founder of a world-famous firm, and is reproduced by the kind permission of *The Connoisseur*. The second is a caricature of



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Let me entreat—Ladies—Gentlemen—permit me to put this ineffumable piece of elegance under your protection,—only observe.——The inexhaustable Munificence of your superlitively candid Generosity must HARMONIZE *with the refulgent Brilliancy of this little Jewel :—*

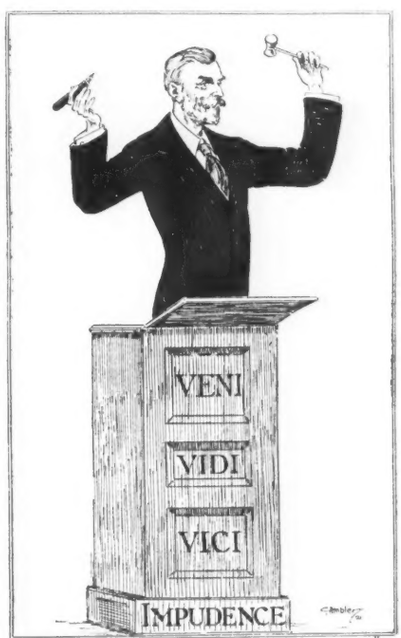
Pub.d Jan.y 1.st 92. by H. Humphrey N.o 18 New Bond Street

Hurcomb, who is the expert auctioneer of jewels, silver, etc. If the name is not familiar to you and you would like to know more about him, ask your banker, lawyer, priest or parson. Hurcomb is known to all. For instance, one banker would be able to say: "Oh! yes, when I was at the Piccadilly branch he paid one of our customers £8,000 for a row of pearls, for which only £4,500 had been asked. Another would add, "Yes, I remember an offer being made by our valuers of £120 which Hurcomb capped by paying £320." The lawyer would say, "Yes, he is the one who carried out the valuations both for probate and insurance of the contents of Arundel House and Norfolk House when the late Duke of Norfolk died," and would probably add, "He has carried out more work of the kind in connection with the ancestral homes of England than any other man I know of." The priest would be able to say, "Of course, although he is an Anglican he is very reliable and has been to nearly every Catholic house of importance in the land, and has also visited most of our colleges, convents and institutions; he is well known and is *persona grata* with our Archbishops and Bishops." The parson would tell you, "Oh! he is the man who found time during the past years to pay over £50,000 direct to various hospitals, societies, etc., as the proceeds of jewels, plate, etc., which have been sent to him to sell for that purpose. I also remember that the widow of our late Archdeacon has reason to be most grateful, as indeed she is, to him, because his estimate when her "property had to be sold up, more than doubled that of the local man." The auction sales which I have held during the five years since I have been an auctioneer prove that I have achieved in that time as much as it has taken some ancient firms over 100 years to accomplish. Why is this? Because I understand my business and am an acknowledged expert in jewels and silver. I have been thirty years a dealer mingling with the dealers, making the goods fetch their full values, and knowing how to bring Mayfair and Whitechapel together, and thus, to quote another firm's description, to dissolve the disastrous "ring or knock-out"—the Editor of *Truth* having once described me as "a knocker-out of the knock-out." They are not, however, such a bad lot. I can assure my readers their private consignment of goods would fare very badly very often were it not for them.

Your best plan is to ask me to call, or you can call on me. When I am not in the rostrum (sales every week) I am at the office to attend personally to you, excepting the days when I am touring the country in my old Rolls-Royce with my art expert, and for a fee of about a guinea or so, will advise as to the reserves you should put on anything if the sales are in other hands. This I did at Boscombe the other day, and everything fetched their full values. I do not profess to say my auction rooms are the best in which to sell a Great Auk's Egg, a motor car, old Masters, Stradivarius, stamps, porcelain, lace, first volumes of Shakespeare, cabinets, tapestries, armour, carpets, lands, houses, household effects, etc., but, after a little talk or inspection of your treasures or trifles, I should be able to tell you whether my own rooms or those of one of the old-established firms are the better for your purpose. Let me impress upon you the importance of not holding on to your treasures because the prices are falling lower and lower. Although so large a figure was paid for the "Blue Boy," it fetched considerably less than what would have been paid a little while back. The picture by Millais sold last week for less than half it realised the last time it was offered. At a recent sale at Eltham, it will be remembered, one canvas which the late Colonel North paid £2,000 for was knocked down for 21s. This is not a misprint, readers.

Do not listen when advised to hold on. *Experto Crede* is what the Editor of *Truth* said of the writer, and he also added, "nowhere else will you get a better price or more honest advice; that I was in business on a large scale with a wide and honourable reputation." I am proud of that unsolicited tribute.

To save the trouble of despatching your treasures to London, I will call at your own homes or at the bank, inspect your jewels, silver or anything you value. It was on one of my journeys to Ireland that I discovered the two Chippendale chairs which I advised should be sold elsewhere, with the result of a record in price of 1,750 guineas for them. £1,250 was paid for three mezzotints; £28,000 for two Gainsboroughs; £820 for a little pair of Sèvres orange tubs; 1,200 guineas for a piece of tapestry; £7,300 for a single stone diamond pendant, and £3,965 for a single stone diamond ring. Again, if you have been unwise or compelled to seek the aid of a money lender or the ever-obliging (this is said kindly) pawnbroker, take me into your confidence, and, after paying the principal and interest, I will sell the goods for you. It is a fact that I paid £1,005, principal and interest, on jewels after the time limit had expired, and sold them at my auction sale. The poor borrower became less poor as he left my office with a surplus of £2,310. Surely a case of truth being stranger than fiction. Now, do not fail to write at once to say how soon I can come. I travel all over England calling on the New Poor: for a moderate fee I tell them the value of their treasures or trifles. You cannot easily send your Romney, Gainsborough, Reynolds, Morland, etc., or the cabinet, or the Queen Anne chairs, to Piccadilly. Why not let me call by means of my old Rolls-Royce and my art expert when next near you. I shall be only too pleased to tell you what



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DRESS FOR CHRISTMAS FESTIVITIES

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IF the traditional belief in holly berries holds good, then we should have a real old-fashioned Christmas. And this materialising, there certainly will be a great rush to the country for the various sports of skating, tobogganing and the like joys. In any case a big country house and a gathering of merry young people is the dream one always has of the right Christmas setting, and it is with one of these parties in mind I am approaching my dress task of the week.

Let us imagine a fair young *débutante* with such a house party in view and consider what it will be necessary for her to take in the way of clothes. First and foremost, of course, there comes the sturdy country suit, perfectly cut and made, of some jolly, rough tweed, not too pronounced in colour—if it is the only one—preferably a Lovat or *beige* and brown herring-bone mixture. This, with the usual complement of smart wool and silk jumpers and scarves and one of those useful soft pull-on hats of felt, will suffice to meet a host of day vicissitudes; while a smart alternative costume might comprise a fancy checked skirt and black or brown velvet coat—the latter, built on straight, practical lines, either with or without a belt, and also arranged to button right up to the throat. These contrasting coats and skirts look extremely well on the ice, and many are making their way already up to the Swiss mountains.

Although a certain amount of interest centres round knitted frocks, these are frankly not really desirable for ice and snow. They look well and are cosy and light of weight, but are not comparable, for wear, with a tweed, which is capable of shaking off a quite considerable amount of wet. Stout shoes or boots and light-weight wool stockings complete attire that is alike suitable for winter sports here or in Switzerland.

A knitted frock, however, should be included, also one or the dainty Shetland shawl creations for afternoon wear and tea. Then, perhaps, two afternoon dresses, one rather more dressy than the other, in case, as indeed is more than probable, *thés dansants* are on the programme. A nigger or Venetian red *crêpe Marocain* relieved by dull gold bead embroidery would be attractive—a quite simple chemise model, the fulness held to the figure at a low waist line by a girdle. As also a navy *satin-beauté*, the skirt draped and the flat shoulder to shoulder corsage left perfectly plain and hard, and with a particular *cachet* imparted by floating or wide sleeves of Georgette in tone.

A tea frock of Paris toned lace, accompanied by a handsome sash, is an invaluable asset to a young girl's wardrobe, since it can be worn at tea receptions, for *thés dansants*, or a quiet home dinner. These can be bought quite inexpensively, ready to wear, and the resourceful will see to it that there is always a relay of pretty floral and ribbon garnitures to bring about the welcome note of change and variety.

Picture hats are better left in abeyance for a country house party, in favour of some neat little hat or toque, adorned with a piquant cocade of ribbon, or jaunty quill that, after threading or winding its way round the brim, stands out at a sharp smart angle. An afternoon dress shoe, much worn at the moment, is of brown glacé kid, modelled on long slim lines, with two instep straps and Louis heels. These appear to go with any dress and fine mole silk stockings, another fashionable piece of footgear being the Baretta, which looks well in either grey, pale tan or black suède, the stockings in tone except where the black are concerned, when the ubiquitous mole is substituted.

For stout, all-round, useful service there is nothing to surpass crocodile skin shoes. These are expensive in the first instance, but they yield every penny of their value in wear, and they keep their shape wonderfully. And while we are on the subject of footgear, just a word on the dainty bootikins, lined fleece, and trimmed with white fur, for bedroom use. Made of delicate parti-coloured brocade, these bootikins can be relied upon to marry well with any dressing-gown. *A propos* again of the latter; a kimono of wool-back satin, trimmed washing marabout, is as practical as it is pretty, in addition to which it folds up into a mere nothing for packing. Lined with Japanese silk and interlined with domette, a wool-back satin dressing wrapper will be found fully as warm as zenana or ripple cloth.

Now to the all important question of evening apparel. A dance every night and far into the night, or rather into the following morning, is universally acclaimed by all young people as the only one and possible way of putting in the evenings. I wish I had space to tell merely one half the alluring creations that have come across my path of late, one and all a revelation of grace and charm. Essentially for a slim girl was one exquisite sheathlike thing of pale green chiffon, embroidered with a mass of shimmering *dimanté*, with graceful sleeves of the plain transparency that would have floated to the four winds had they not been gently tethered to the wrists. A jade brocade, equally seductive, was carrying a draped fichu of net arranged to rather clip the arms, the net again fashioning wide *volants* round flower-shaped panels of the brocade; while a simply wonderful scheme of colour was effected in chiffon in two tones, a pale peacock blue and green. The new green of the season, by the way, is something between apple and jade and rather softer in tone than either. Soft, fluffy frocks of this, wholly unrelieved, have a quite particular *cachet*, similar models being frequently seen in a sort of mosaic red. With the slightly severe, albeit often draped, frocks of white *Marocain*, large black tulle sashes are being worn bunched out over one hip. These have a very chaste and *distingué* appearance.

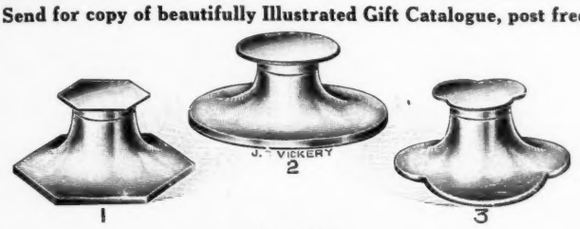
Coloured lace also is not to be overlooked in the evening *galère*, more especially in the effective *ciré* qualities, the bright, shiny texture of this rendering it sufficiently youthful in appearance for young girls to wear without courting criticism;



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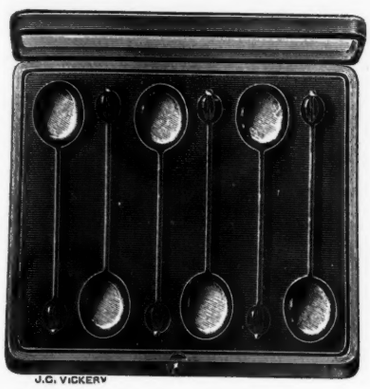
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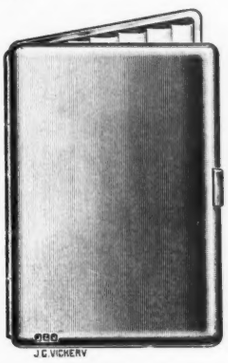


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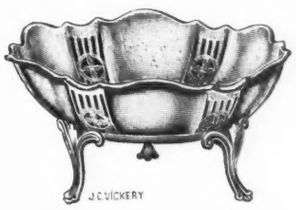
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and it is that particular class of lace our artist has requisitioned for the original design pictured. The basis of the gown is hydrangea blue charmeuse, partially veiled by dipping panels and a bib *mouvement* on the front of the bodice of lace in a deeper tone of the same blue. A waistbelt of the charmeuse, loosely swathed, is edged with blue beads, a looped chain of the same beads—which, by the way, are toned to the lace—ornamenting the top of the arms. This is a model, moreover, that would work up exceedingly well in heavy black Georgette and black *ciré* lace and cut jet or crystal beads.

The all-black toilette has seldom, if ever, been in greater favour than is the case this season. *Couturières* are obsessed by the importance of bringing out distinctive models assured of standing out from their many rivals, the best efforts being either emphatically severe or else exceedingly *bouffant*. A crinoline frock of black *ciré* lace can be rendered very *distingué* with the *jupe* in the guise of two flounces, and the corsage almost high, but cut from shoulder to shoulder and perfectly clear from the figure line, the armhole open right down to the waist and without sleeves—a creation more often than not that is completed by a startling splash of colour in a floral garniture, posy or a single long stemmed bloom.

The wearing of evening gloves is still a widely debated question. Generally speaking, they are not approved among the dancing fraternity, although it is now pretty well known that many of the leading London hostesses give it to be understood they consider gloves are essential. So the only thing is to use one's discretion, and if there is any doubt about the matter, then it is safer to conform to the old-time dictum—take gloves and discard them if unnecessary.

Dancing enthusiasts, again, continue to adhere to the comfortable sandal of satin, with crossed instep straps. In any case this shoe is far more becoming—alike to the feet, which it renders pretty and small, and the ankles—than is the laced-up and beribboned Tango. A thick ankle is terribly conspicuous when wound round and round with ribbon. Until recently, however, the sandal shoe has had one disadvantage in being rather too tubby-toed for the English taste. Now longer lasts have been brought out for those who prefer them, together with rather lower heels, which some women, especially older ones, find more to their liking than the exceedingly high, small base Louis exacted by the round toes. Nor is the court shoe by any manner of means out of the running, many still preferring this classic, decked with handsome buckles, *coquilles* of tulle or tufts of ostrich fronds.

Fans are once more conspicuously in evidence, the single ostrich plume having given place to fans of these gorgeous feathers that open and close, the most exquisite being wrought in shaded effects. One of these toned up from a dull blue through grey, pink up to flame, and recalled a stormy sunset. And in direct contrast to these are the tiny fans of lace and painted chicken skin that are carried with the quaint Early Victorian frocks.

DAINTY DRESSES FOR DAINTY CHILDREN

ANOTHER absorbing and immediately pending Christmas question pertains to party frocks for children. Christmas is essentially their hour, and from tiny tots to girls in their teens there is much fluttering in the establishments devoted to dress and fashions for the younger generation. With these there is no symptom as yet of skirts lengthening, saving only in the case of the picture frock, which is always in vogue for a certain type of child—quaint, high-waist creations, beloved of Kate Greenaway. But for the generality, fussy little skirts prevail, surmounted by flat waist bodices; and for the fashioning of these, particular emphasis appears to be laid on taffetas.

For a baby thing of some four years a pretty model is trimmed with groups of tiny picot-edged frills of the silk. A frock after this *genre* was cut all in one to slip over the head, the fulness lightly girdled to the figure. In pale yellow, this was perfectly sweet on a dark-haired girlie, a wee posy of hand-made flowers adorning the corsage. A white taffetas, for a slightly older child, had the full outstanding skirt sparsely dotted with tiny pink chiffon roses, a smaller wreath of these flowers outlining the round *décolletage*. Perfectly fascinating, also, are frocks of soft creamy lace, surmounted by quaint waist-length coats of taffetas in some delicate colour.

Of taffetas is the pretty *bouffant* example depicted at the extreme left hand of the group on the next page—a scheme carried out in the tenderest shade of rose pink. Round the scalloped edges of the two dear, absurd little skirts there is run a soft *bouillonnée* of pink chiffon, a trimming repeated at the edge of the chemise sleeves; and round the waist there is tied a picot-edged ribbon, the ends of which finish in a little Louis bow at the back. Can you not vision this dainty little person arriving in her white bunny coat or cloak, eyes sparkling and cheeks pink with excitement at the prospect of the fun in front of her? and, if she gave a thought to it—which, of course, she would not—most suitably arrayed in her hard frock for any amount of rough-and-tumble romps coming along.

"I have come to dance" is, on the other hand, written all over her elder sister, nearing or in her teens. And could anything more charming be imagined than this pretty petal

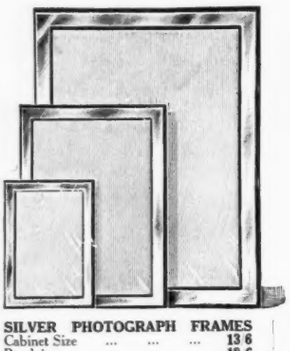
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DEPT. C, THE QUADRANT BOURNEMOUTH.

frock of Georgette or chiffon, just a raggety-taggety mass of floating draperies? A delicate lavender is one colour suggestion, the waistbelt of pale old blue ribbon ornamented with marguerites and roses; and another, an equally delicate shade of sea green, the belt of a darker green ribbon and futurist flowers. But, of a fact, this is a frock that could be expressed in any colour, also white and cream, and always be assured of attracting appreciative attention.

I simply love the impertinence of that bow worn in the hair of the third maiden of perhaps eight years. It seems to give just the right touch of *chic* to her very modern dress of soft silk, powdered over with posies. The skirt is accorded a petal appearance by tiny *plissé* frills of chiffon, these picking up some colour out of the design. White, flowered with yellow daisies, would have yellow frills; pink, rose, forget-me-not blue, and so on. The little bodice, you will observe, is a delicious plagiarism of a grown-up's, the armholes carried down to the waist and softened by more of the *plissé* frills; while fluttering loops and ends of ribbon add a final piquant touch to a model as original as it is childish and attractive.

There are, too, hosts of the usual white net trimmed lace party frocks to choose from—exquisitely dainty, but dreadfully ephemeral things, although, where money is no object, there is nothing more seductive. From waist to hem—no great distance, however—an alluring little model is a mass of small *plissé* net frills, the round *décolletage* finishing with a deeper *plissé* frill to match, a narrow picot-edged Morland blue ribbon encircling the baby waist, with floating streamers at the back.



A TRIO OF PARTY FROCKS.
In rose pink taffetas, lavender Georgette and soft silk powdered with posies, are these little maidens gowned.

Nor must organdi muslin be overlooked in the cause of children's party frocks, the crisp freshness of this material being just ideal for flounced dresses that stand out like the old-fashioned pen-wiper. A pale pink organdi can be made just for all the world like a full-blown rose, to which a further similitude is imparted by a ribbon girdle of the tenderest green ribbon. But there is literally no end to their charm and persuasion. L. M. M.

Free Maintenance
of your
Home Decoration

After we have completed the decoration of a single room or your whole house to your entire satisfaction, we guarantee to maintain the decoration in perfect condition for a period of twelve months

FREE OF CHARGE

Fullest details of this very advantageous offer to householders will be supplied on application to

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BY APPOINTMENT

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An inspection and comparison of prices is solicited before purchasing.

JEWELS OF ALL DESCRIPTIONS TAKEN IN EXCHANGE

Secondhand DIAMOND, EMERALD & other Jewels always in stock.

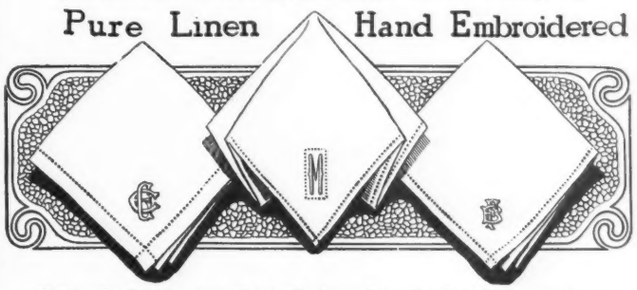
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PEARLS

for Gifts

When you have tried to think out presents for friends or relations without much success just switch on to some handkerchief ideas and see how well they fit in.

Pure Linen Hand Embroidered



E.294. Gentlemen's pure linen handkerchiefs with hand embroidered two letter monogram (sold in quantities of not less than ½ doz.) Per doz. 33/9

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Real Lace Handkerchiefs



E.297. Real English Lace Handkerchiefs with fine linen centre. Each handkerchief 6/11

E.298. Real Armenian Lace Handkerchiefs with fine centre and openwork border. Each handkerchief 4/11

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Write for Xmas Gifts List, sent post free.

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STORY'S Furnishing Novelties for XMAS GIFTS

Down Quilts
Marabout and other Cushions
Lace Mats
Pouffés
Hand Bags
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Doll Tea Cosies
Dumpty Pin Cushions
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Scent Sachets
French Sweet Boxes
Flower Vases and Spills
Glass Ware
Painted Bowls and Vases
Floating Flower Bowls
China Ink Stands
Early Morning Tea Sets in New Colourings



MANY of the most treasured things in our Homes are dear to us because they are the gifts of friends. They have become household Gods because of their utility and the friendships they recall. When you select your Presents this year see that they are practical and of daily use. The charm of a Gift does not exist in its value, but in the thoughtfulness its choice suggests. A Morning Tea Set, a dainty Lamp, or a Cushion for a lady, a Bureau or a Book-rack for a man. A small Chair or a Fire-side Stool for a child. Such things as these by their usefulness, durability and daintiness make the perfect Gift.

Trinket Sets
French Lamp Shades
Porcelain Table Lamps
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Stationery Racks
Cake Stands
Tea Trays
Foot Stools
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ATTRACTIVE NEW WAISTCOAT BLOUSE

WE have now in stock a number of new and attractive Waistcoat Blouses, of which sketch is a typical example.

Attractive Waistcoat Blouse made in good quality soft satin, edged cross-way bind of same material, finished two small pockets. In black, navy and many beautiful shades.

PRICE 29/6

SENT ON APPROVAL.

EXCEPTIONAL OFFER.
MEN'S GLOVES.
Men's fine quality hand sewn Tan Cape Gloves, one button. Usually sold at 15/6.
SPECIAL PRICE 10/6 per pair.





MARSHALL & SNELGROVE
VERE STREET AND OXFORD STREET
LONDON W.1

WRITE FOR CATALOGUE.

REFLECTIONS OF CHRISTMAS-TIME

THE PRESENT FOR SMOKERS.

A CHRISTMAS gift which is also a luxury seems to have an added delightfulness, and to the smoker nothing appeals more than a supply of his or her favourite cigarettes, at least, when they are such cigarettes as the De Reszke. For quality, beauty of flavour and distinctiveness De Reszke cigarettes have a very wide reputation and all sorts of well known people have been pleased to express their appreciation of them, as recorded in the most amusing De Reszke booklet, "Letters to an Aristocrat," illustrated by Mr. Heath Robinson. De Reszke "Tenor" cigarettes are sold everywhere in handsome gift boxes of white, and De Reszke "American" cigarettes in gift boxes of red. The smoker who does not find in these a most fascinating present, bringing the donor happily to mind as long as one perfect cigarette remains, deserves never to be allowed to smoke another De Reszke.



GOOD TO LOOK AT, BETTER TO TASTE.

INSTEAD OF TOMATOES.

To meet the demands of tomato lovers during the winter months, when the fruit is unobtainable, Messrs. Brand and Co., of A 1 Sauce fame, have recently placed on the market a Tomato Ketchup, which has the great advantage of being manufactured from home-grown produce. It was only after long experimental work that the secret of the flavouring was discovered, and judges of such commodities declare that it is a vast improvement on anything yet placed on the market. The ketchup is bottled in convenient size for table use, and although the first consignment only left the works of Messrs. Brand at Vauxhall, London, during September, the demand has exceeded all expectations, enabling the firm to keep their workers fully occupied.

CHRISTMAS AT BATH.

There is no other answer to the question "Where should we spend Christmas?" quite so satisfactory as that of "Bath." The beautiful grey city with its wonderful springs, its street after street of rare architectural beauty, eloquent of the past, has a winter season which no health resort in the country can outdo for its own particular charm. This year Christmas is to be exceptionally gay at Bath, for there will be a Carol Concert, a Demonstration of English Folk Dances and Songs by the English Folk Dance Society, two Children's Parties, a Costume Ball, *Thé Dansant*, a Whist Drive and, last but not least, the Bath and County Club Ball. The Pump Room Musicians, under the musical directorship of Mr. Jan Hurst, will give a chamber concert, and there will be several others in which, among other artists, the Georgian Singers, Dora Labette and Miss Margaret Cooper and her piano will appear. In the first week of the New Year the Glastonbury Players will give a performance of Rutland Boughton's music drama, "Bethlehem." Everybody, of course, knows how beautiful is the countryside in which Bath is set, and when all other attractions have been considered the high reputation of Bath waters must not be forgotten, or the fact that a new department of electro-therapy has just been opened at the Bathing Establishment. In fact, a Christmas at Bath offers unique opportunities both for enjoyment and the recovery of good health.

CHAMPAGNE WITH A HISTORY.

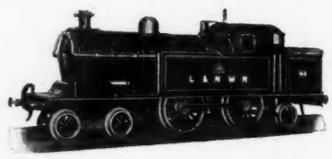
It is really quite easy to choose a satisfactory present for a woman for if she has half a dozen neck chains, another of precious or semi-precious stones is appreciated and thus *ad infinitum*. It is different with a man, but a case or two of Delbeck Champagne is a sound suggestion in almost every instance, for the very name guarantees excellence and the chevron label attached to each bottle of Delbeck's Extra Reserve 1911 Champagne proclaims it not only a wine of distinction, but a wine that has seen war service. Messrs. Delbeck's whole extensive business premises above ground, including their vast cellars, were in the French lines defending Rheims. Heavy guns located on the premises destroyed the offices and pumping station. The water could not, therefore, be pumped out of the deep cellars; they were flooded and the precious wine, the 1911 and 1914 brand, stored in these cellars, remained under water for four long years.



IN MESSRS. DELBECK'S CELLARS.
A pile of half-a-million bottles.

THE MODEL AND THE TOY.

It is a great mistake to look on "model" and "toy" as synonymous terms. Toys are thrown on one side as the child grows up, while the fascination of scale models very often grows with years, and professional men may often be found in leisure hours enthusiastically working a miniature railway, or turning a lathe and working up rough castings. It is, of course, the model made to "work" that provides the greatest attraction. This explains why the ample manufacturing resources of such a firm as Bassett-Lowke, Limited of Northampton, are devoted almost exclusively to the production of working scale models, and more especially of miniature locomotives and railways. A study of their illustrated catalogue "A" (1s. 6d. post free), shows that model engines representative of all the leading British railways are stocked, and choice may be made of models propelled by clockwork, steam or electricity, ranging in size from the engine running on a gauge of 1¼ins., to the giant which can travel at thirty-five miles an hour, and pull a train of a hundred people. Better even than a study of the catalogue is a visit to the London Showrooms of the firm at 112, High Holborn.



A MODEL L. & N. W. R. TANK LOCOMOTIVE (PRICE £3 15s.)

SHOPPING BY THE FIRESIDE.

Supposing that Christmas shopping in person were suddenly declared an impossibility there is one thing—that thing a slim little catalogue—which could very well make the prohibition quite ineffectual to stop the very wisest and most charming present-giving. It is called "Yule-tide Gifts," and is issued by Messrs. Liberty and Co., Regent Street, London, W., and Boulevard des Capucines, Paris. It is illustrated in colour on every page, the price and size of every article are given, and the presents illustrated are so widely diversified that every taste can be satisfied. To begin with, there are children's toys, most original, varying in price, from a jolly "Chick-a-Biddy," felt covered and 7ins. high, costing 3s. 3d., to a really beautiful hand-carved wooden doll with soft body, 13ins. high, at £1 11s. 6d. Delightful fluffy bedroom moccasins in coloured leather, lined with wool plush and having fur trimmings, might suit anyone; and a variety of silk handkerchiefs of beautiful design and colouring, and of neck-ties, offer a good choice in presents for men. For grandmother there is a most desirable work-box on legs, which will stand by her chair at the fireside and add greatly to her comfort. Dressing-gowns and Venetian shawls, two pages of necklaces of every kind and three of hand-tooled leather work, illustrating a great variety of objects, will surely offer the desired article.

FOR LITTLE THIRSTY FOLKS.

Children's Christmas parties, if the truth were told, give very nearly as much delight to the grown-up people who try to help at them as they do to the small visitors themselves, providing as they do an excellent excuse for an innocent gaiety which most of us feel too old to indulge in without some sort of justification. But the hostess' part is an anxious one. Not only must the small visitors enjoy themselves from the first moment to the last, but there must be no ill-effects afterwards, and the choice of the dainties which may be safely offered is a matter of earnest consideration. Eatables are not the greater part of the difficulty, for there are many harmless and delightful things from which to choose; but to think of beverages at once harmless and in the nature of a treat is more difficult. Here the excellent table waters made by Messrs. W. and J. Burrow, Limited, of Malvern, play an important part, either by themselves or with a flavouring and colour imparted to them as, for instance, by a pure lime-juice cordial or some other fruit syrup. Besides "Alpha Brand" Table Water, by which they are famed throughout England, Messrs Burrow manufacture soda, potash, seltzer and lithia waters and lemonade. "Sparkling Malvern" is the plain water, slightly aerated, and "Malvernia," lightly mineralised, is invaluable to rheumatic and gouty patients. Malvern water is being sent every day to practically all mineral water dealers. Enquiries should be addressed to Messrs. W. and J. Burrow, 26, London Street, Paddington.

A CHRISTMAS HOLIDAYS SUGGESTION.

Christmas! With all the joy and the present giving, the parties and the plum puddings, and with just the touch of tender memory which always comes with the Christmas hymns. That is what Christmas means to most people—the happy, usual side of the picture, but here is another. A waif out in the snow and cold, homeless and miserable—a waif who has strayed far and suffered, but is sorry and only wants a chance to make good. The Y.W.C.A. has hostels where everyone of these can find a welcome—where they, too, may know the love of Christmas and something of its joy. But you cannot get money from girls who have gone under in the struggle with poverty and sin, and unless the Association has more support these hostels must shut their doors. More than two hundred girls were helped to make a fresh start during this year, and many of them are now doing well in honest work. Any subscriptions sent to the address on one of our advertisement pages will be most thankfully acknowledged. The least sum given among Christmas offerings of love will do something to keep these hostel doors open.

LETTER WRITING AS A PASTIME.

Imitating the grown-ups is the greatest delight of most small people, and letter-writing fills them with pride, particularly if the writing materials and stationery are their own possessions. One of the pleasantnesses of choosing gifts for children is that the cost of an article counts for nothing at all in their appreciation of it, and no present may be more safely depended upon to please a little boy or girl than a supply of note-paper, comparatively cheap as it is. The "Tuck-me-in" stationery made by Messrs. Waterston and sold by all stationers is an ideal present, put up in quaint boxes with tuck-in tops. A supply of paper and envelopes of a charming design costs only 1s. 6d.

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Boots have had a wide experience to guide them, and they provide perfectly for every taste.

By shopping at Boots' Branches you are assured of absolute satisfaction. You can obtain the articles you require at reasonable prices and of the best quality.

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A Reminder to Xmas Shoppers

At our Regent Street premises there is one of the most charming of Cafés, in which dainty Luncheons & Teas are served at Popular Prices.

OVER 600 BRANCHES THROUGHOUT THE COUNTRY

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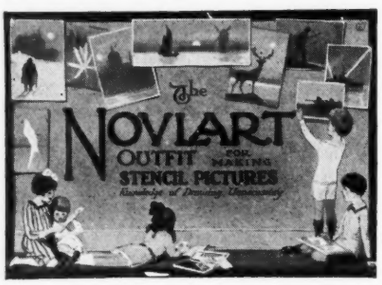
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Birds fed on Capern's Bird Seed are happy,— and sing about it.

"Always the Distinctive Capern Quality"

F. CAPERN BIRD FOOD MANUFACTURER **BRISTOL**



"NOVLART"

An easy, simple and delightful method of producing dainty pictures without a knowledge of drawing. No paints required. The finished pictures are charming. Splendid for Xmas cards. The larger boxes have a great range of stencil subjects and three shades of colours.

Complete Outfits, **2/4, 4/3** *and* **8/3** *post free.*



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LASTICINE

Complete Home Modelling Outfits for the Children's Xmas Stockings, **1/10, 3/3, 4/3, 4/9, 6/9** *and* **8/6** *post free.*

Harbutt's Plasticine, Ltd., 55 Bathampton, Bath.

London Office & Showroom : **56, Ludgate Hill, E.C. 4**

IN DAYS OF ECONOMY

IN these days, when so many people find themselves forced to economise who before the war scarcely knew what the word meant, many a woman has to decide what she will do without, rather than what she would like to have. But there is one thing which the woman of real refinement can never persuade herself to give up. She would rather go plainly dressed than deny herself the essential daintiness which can only be maintained by the use of the best of soaps and toilet accessories. The Erasmic preparations, which have been known so well and favourably for so many years, would satisfy

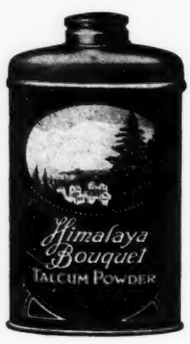


ERASMIC PERFUMES FORM MOST DAINTY GIFTS AND BRING THE FRAGRANCE OF SUMMER INTO WINTER DAYS.

the demands of the most exacting critic, and are not offered at those inflated prices which are so often associated with a well known name, but are no guarantee of excellence.

Christmas-time offers an excuse for the interchange of gifts, great or small, to be the tangible reminders of regard, and no woman of real refinement fails to appreciate the charm of such presents when they take the form of perfumes of distinction or between intimates of soaps and lotions and other toilet specialities chosen with a friend's knowledge of her tastes. One of the Erasmic Company's very charming ideas is to bring out several toilet articles all redolent of the same perfume. For instance, in Violette Imperiale toilet soap, *poudre de riz* (in four colours—rose, blanche, Rachel and naturelle), *parfum* and lotion are all offered. The same articles and a toilet water are to be obtained in the Melba, Gloria and Royal Erasmic and several other perfumes. A new scent of exceptional charm which is certain to be widely appreciated is the Himalaya Bouquet, in which all five of the toilet articles mentioned are offered. Erasmic perfumes are made in an extraordinarily wide range of varieties. Bois de Santal and Jasmine are two of the daintiest favourites. Then there is the very delightful series "Aux Fleurs," in which sweet pea, violets, golden buttercup, wild rose, lilac and *muguet* are to be obtained, all put up in the most charming bottles and packed in well fitting cardboard boxes which make them most convenient to send as gifts. Erasmic lavender water and Erasmic eau de Cologne must certainly be mentioned, and the housewife will be interested in the Erasmic bath soaps in a great variety of perfumes, put up in the large sensible cakes which are so much more economical for bathroom use than the small cakes, besides looking so much nicer and more luxurious. A well fitted bathroom, plenty of warm towels and hot water and a beautiful large new cake of one of the Erasmic bath soaps—what a scene of luxury! Could anything be more comfortable and comforting after a long journey or a day's hard shopping, or hours in the saddle following hounds?

Not only what may be described as purely beautiful soaps are manufactured by the Erasmic Company. They have also particularly good coal tar, sulphur and carbolic preparations which are not only hygienic but pleasant in use. Oatmeal and boracic oatmeal soap will be found useful by those who have delicate skins, and cold cream soap will be particularly welcomed in cold weather for those whose hands are inclined to redden. Mention should also be made of the Erasmic Carbolic Glycerine soap, which is 36 per cent. carbolic. For shaving cream, shaving powder and shaving sticks the Erasmic Company are equally well known. Their charming illustrated catalogue will offer valuable hints as to Christmas gifts for almost everyone.



TALCUM POWDER SCENTED WITH THE NEW HIMALAYA BOUQUET.



AN EVERYDAY LUXURY: A SIX-CAKE BOX OF ERASMIC SOAP.



The
Christmas Present

The choosing of a suitable Christmas Present is always a pleasant task, although sometimes quite a trying one. In these times when ECONOMY is the order of the day much of the difficulty is removed, since all agree that THE CHRISTMAS PRESENT must be something REALLY USEFUL. There is nothing which fulfils this requirement better than "JAEGER," and certainly nothing will give more lasting pleasure to the recipient.

Get a JAEGER LIST of CHRISTMAS PRESENTS and choose your gift.

The PRICES are quite MODERATE.

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(as illustrated),
Camelhair, half-lined pure silk,
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JAEGER
Pure Camelhair

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NURSERY NOVELTIES

BY
ALLENS

KIDDIES in thousands of homes will shriek with delight when mothers equip the nurseries with "Pip & Squeak" or "Noah Family" cot coverlets, table covers and curtains. These quaint creatures and their whimsical adventures, popularised by great newspapers, have been taken by expert craftsmen and worked into clever designs for the most delightful range of fabric novelties ever created for nursery use. ¶ The verdict of every purchaser will be: "A happy idea, carried out with perfect artistry and technical skill." Both draughtsmanship and colourings will be universally admired. Upon a white ground of graceful yet durable cretonne cloth Pip and Squeak (or Mr. and Mrs. Noah and their wonderful family) are depicted in rich, beautiful colours (which will *not* run in the wash) and cleverly grouped to form centres and borders of appropriate proportions for cot and bed coverlets and table covers *en suite*, with unbordered cretonne for curtains (also frocks and overalls) to match. ¶ *Each is a perfect example of Dutch hand-printing from wood engravings—a sure source of delight and satisfaction to child and adult alike.*



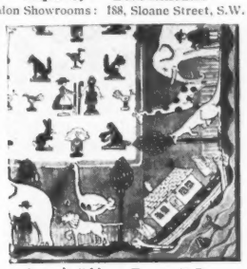
Patterns of the "Pip and Squeak" and the "Noah Family" fabrics, may be had free. PRICE LIST (post free throughout U.K.):

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"	54×54 in.	8/11
"	72×72 in.	18/11
COT COVERLETS.	36×63 in.	10/9
"	54×72 in.	16/9
BEDSPREADS,	3×2 yds.	25/9
36 in. CRETONNE		4/11 yd.

Order TO-DAY from
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"Dept. C," Bournemouth.
London Showrooms: 188, Sloane Street, S.W.



ALLEN'S "PIP AND SQUEAK" PRINT.



ALLEN'S "NOAH FAMILY" PRINT.

The "ALL WEATHER" HARD LAWN TENNIS COURT

It's features and advantages—

Entertain your friends during the coming Winter on an "All Weather" Hard Tennis Court.

The Court that stood the test of the **1921 Drought.**

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The Court that can be **completed** within **four weeks** of order being placed.

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A WELL-APPOINTED HIGH-CLASS HOTEL situated in the most exclusive part of London (Mayfair). Central for Shopping and Theatres. Contains over 180 Bedrooms, besides handsome and well-appointed Dining, Drawing and Smoking Rooms. Excellent Suites of Rooms. Lifts to all floors.

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The Fashion for
CARDIGANS

These practical and becoming garments are now much in demand, and the reason for their popularity is not far to seek as, apart from being most attractive, they are useful for all manner of occasions, being equally suitable for Sports, or wearing under Coats for Motoring and Travelling. In addition, as they fit practically any figure they make ideal Xmas Gifts.

Fleecy Woollen CARDIGAN COAT (as sketch) knitted in new rib stitch in a beautiful range of colours, very soft and warm and light in weight.

PRICE **42/-**

Lace stitch alpaca wool cardigan.

63/-



USEFUL XMAS GIFTS
Fine Lawn Handkerchief. Hemstitched border, hand embroidered corner, rolled hem.
Price **7/6** per dozen.

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17th & 18th CENTURY FURNITURE
also a Beautiful Collection of
OLD IRISH GLASS & SILVER
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Armoire of the Renaissance Period, the duplicate of which is in the Rijks Museum, Amsterdam.

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LAST WORD in LUXURY for XMAS TRAVEL
EXCURSIONS at CHEAP FARES will run on December 23rd and 24th, to all PARTS of the G.W.R., returning on certain days during the following week.
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FINE CERAMICS AND QUEEN ANNE SILVER

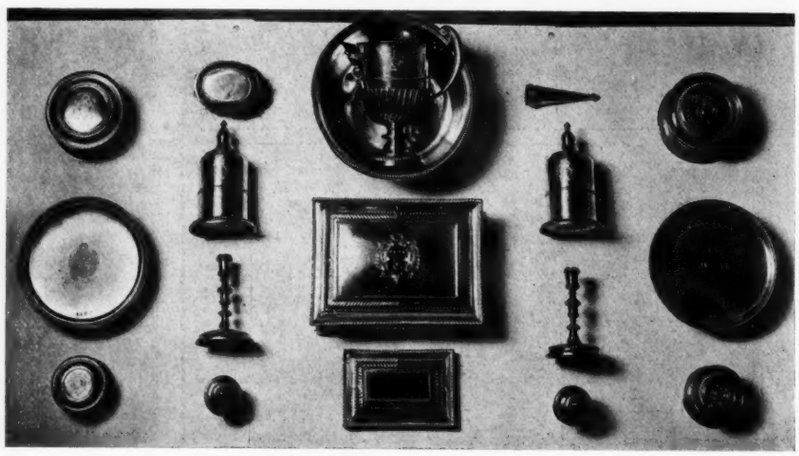
BOOKS AND SALE PRICES.

THE sales are speeding up now, and there is every prospect of a good season. A remarkable pair of Chinese eggshell plates, Kien-Lung, enamelled with ladies, boys and utensils, *famille rose*, in leaf-shaped compartments with ruby backs, comes under the hammer at Messrs. Christie's on December 13th. Notable also are a Hispano-Moresque armorial dish and five Urbino dishes with the Negroli arms, by Fra Xanto, dated 1532-3. Most important examples of Queen Anne silver will be sold by them on the following day, the chief being a very fine toilet service with embossed gadrooned borders, by John Fawdery, 1703, comprising a ewer and bowl, a pair of tazze, an oblong casket, two pairs of circular toilet boxes, a pair of scent bottles, a pair of toilet pots, a pair of candlesticks, a brush handle, an oval brush, a pin-cushion and a toilet mirror—the whole weighing 277 ozs. On December 15th they dispose of the decorative furniture belonging to Lord Wolverton and others, including a magnificent Louis XVI commode with falling door in the front enclosing three drawers, the front and ends decorated with panels of Japanese black and gold lacquer with landscapes, figures and flowering trees surrounded by ormolu borders, and surmounted by a black marble slab: 61ins. wide, stamped "J. Dubois, ME." Exquisitely fine, too, is a Boulle knee-hole writing table; and French art is further evident in two magnificent panels of Gobelins tapestry of the series known as the "Indies," designed by Desportes and showing wild animals in tropical landscapes in borders of formal pattern with a coat of arms at the top. They measure 10ft. 2ins. high by 18ft. 4ins. and 21ft. 8ins. wide respectively. There are several fine Brussels tapestries in the same sale, with two English Soho panels of Indian scenes, probably by Vanderbanc.

Printed books, autograph letters and manuscripts occupy Messrs. Sotheby from December 12th to 14th. One remarkable item is a Greek manuscript, a catena on the Book of Job with 197 water-colour illustrations of great beauty and interest. It was written by Joseph Doryanos in 1577–8 and was presented to Pope Clement XI in 1712 by Antinorus de Bernardinis. The sale includes works with fine coloured illustrations, rare books and editions and illuminated manuscripts. On December 14th they also sell drawings and paintings by old masters from the collections of the late Lord Amherst of Hackney and others. The Italian school is rich in designs, such as that for the altarpiece—figures in an exquisite architectural setting,—by Lorenzo Costa, and the many works by Perino del Vaga. These are but trifling, however, beside the sketch for "The Nativity," by Perugino—a work of infinite tenderness. "The Mystic Marriage of St. Catherine," "The Burlesque Musicians," by Jan Steen, the minutely painted water-colours of sporting and rustic subjects, and the 350 marine sketches and studies by Willem Van de Velde are some of the prominent items.

On December 1st. Messrs. Puttick and Simpson dispersed a collection of Old English silver, Sheffield plate and jewellery. The heaviest item was a pair of George IV oblong *entrée* dishes and covers with shaped gadroon borders partly chased with shells, weighing over 131 ozs. Other features were a plain cylindrical tankard with flat top, open scroll billet and shaped handle, by T.L., 1668, and a George II oblong cruet with gadroon and beaded borders and pierced shell feet containing two Waterford glass bottles. On the following day they sold old furniture, ceramics, lattenware, glass and Eastern rugs. There were miniatures; a remarkable pair of Louis XVI vases of amethyst Derbyshire spar on circular pedestals with ormolu mounts, covers and handles; a slipware cream jug and a plate with incised decoration, by Ralph Shaw, Burslem, from the Sheldon Collection, and some fine furniture.

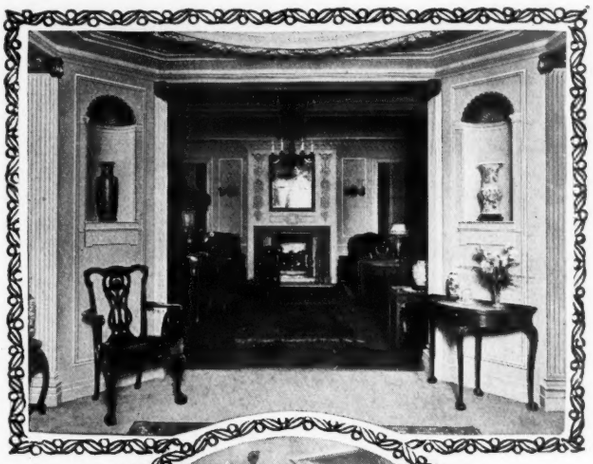
At Messrs. Robinson and Fisher's sale of pictures, drawings, proof engravings and prints on November 24th, "A Surgical Operation," circular on panel, by A. Van Ostade, realised £78 15s. (Stoner and Evans), and a pastoral with shepherd and shepherdess, by J. B. Huet, £52 10s. (Bowles). At their sale of Old English plate and jewellery on the following day a large pendant or brooch set with brilliants in floral design reached £100 (Wiel); a brilliant pendant with ten large and several smaller stones, a blue enamel centre with initial and crown in diamonds, £91 (Nelson). On November 30th they sold old furniture, including a Sheraton mahogany sideboard with serpentine front inlaid with festoons and musical trophies, £50 (Thornton Smith); a mahogany Chippendale centre table with fretted frieze, fluted legs and open brackets, £48 (Lenygon); and a similar side table with fretted frieze and legs, £47 (Lenygon). A most interesting and well known portrait of Thomas Campbell, the poet, seated by a window, painted by Sir David Wilkie, appeared at their picture sale on December 1st.

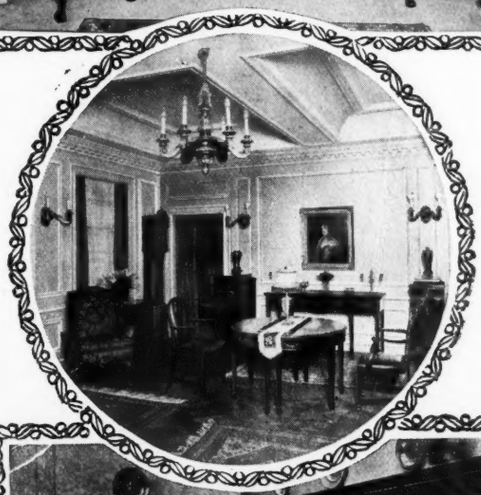


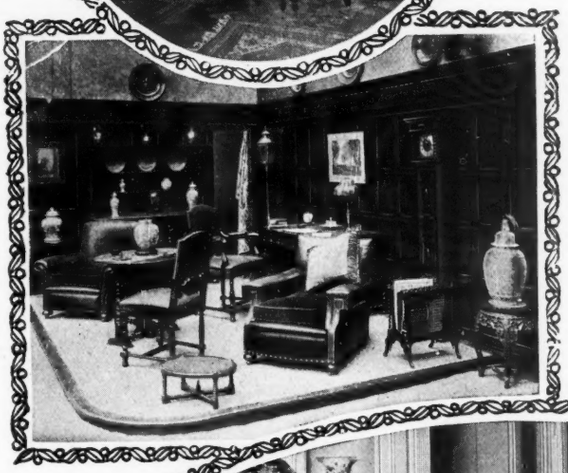
QUEEN ANNE SILVER TOILET SERVICE, 1703.

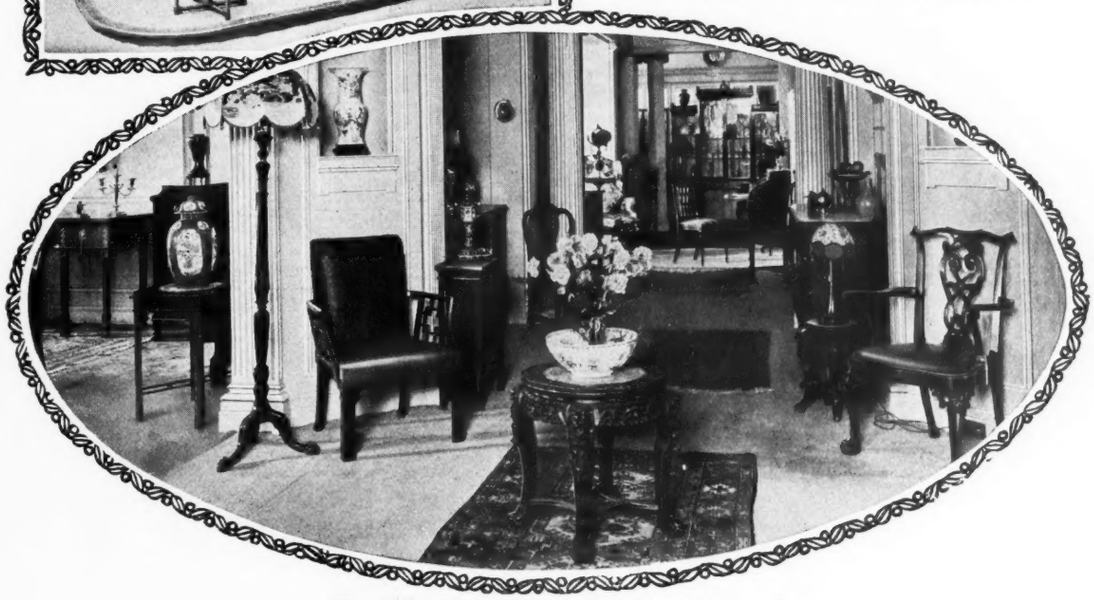
The choice cellar of wine from Rolleston Hall, Burton-on-Trent, the property of Sir Oswald Mosley, Bart., brought £450 at the sale of wines and cigars at Messrs. Knight, Frank and Rutley's, Hanover Square, on November 24th. On the following day they sold jewellery, furs, old lace and plate. The jewellery included a diamond and platinum necklet of twenty-six stones which reached £285; an onyx and diamond slave bangle, platinum mounts, £145; a diamond cross-over ring, £135; a single stone diamond drop pendant set in platinum with platinum necklet, £145; a diamond brooch, £125; a single stone diamond ring, £114; and another single stone diamond onyx ring set in platinum, £120.

D. VAN DE GOOTE.









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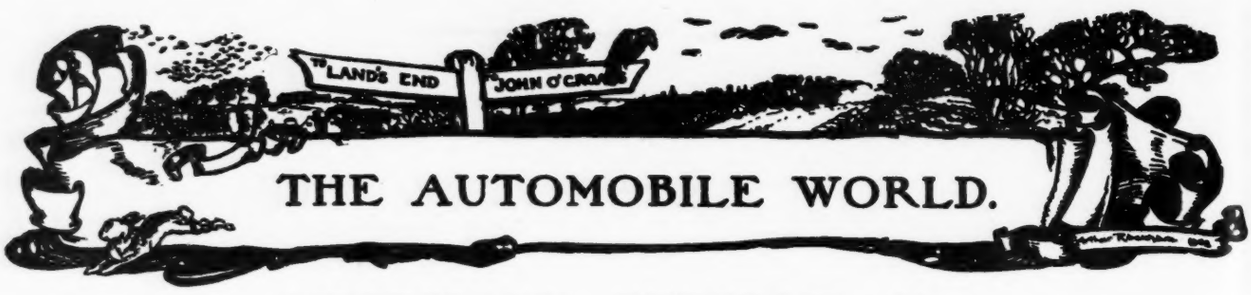
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A visit of Inspection is cordially invited

JENNER'S PAY CARRIAGE

The above photographs show four sections in Jenner's Furnished Specimen Rooms.



THE AUTOMOBILE WORLD.

NECESSARY REFORMS.—II

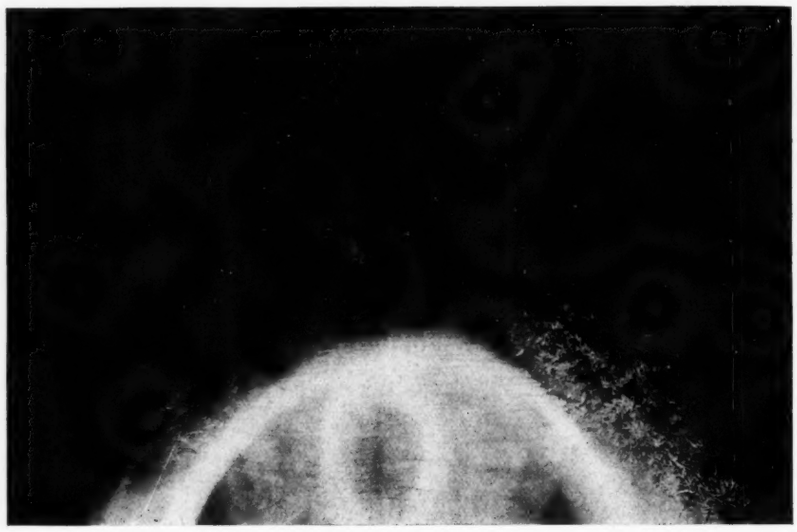
ELIMINATING DAZZLE.

AMONG reforms of which the necessity may possibly be open to differences of opinion is the elimination of dazzle. As is the case with most other things, a committee has been sitting to investigate the whole question of dazzling head lamps. Summarising its findings, these are that it is impossible to eliminate dazzle and at the same time leave an adequate driving light, and so a compromise is necessary. This compromise should take the form of using head lamps of which the beam can be directed and controlled as required. (It is significant that it has always been understood as being illegal to equip a car with head lamps that turn with the steering wheels, although the law on this point is that a car shall carry lamps that will point forward in the direction in which the vehicle *is proceeding or intending to proceed*. Therefore, it would appear that lamps that turn when the steering wheel is turned are strictly legal. But prosecutions for the employment of such lamps are not by any means unknown.)

The committee stated that head lamps should have a forward effective illumination of not more than 100yds., but in saying this the members have surely overlooked the fact that the "effective illumination" of a lamp depends largely on the eyesight of the person behind it.

The recommendation of the committee favours lamps which do not show a beam to any appreciable extent above the horizontal plane of the lamp itself. But this we consider a serious mistake. If a lamp shows no useful illumination at a greater height than 3ft. or 4ft. above the ground at a distance of, say, 50yds. in front of the car, when a cart or cyclist is being overtaken only its wheels will be illuminated. If the lamp shows a useful upward beam the body of the cyclist or cart will be illuminated also, and obviously the larger the object on which the light can fall the easier it is to pick out. Thus it would appear that cutting off the top rays of a lamp deprives the lamp of much of its utility, and this is our criticism against all lamps constructed with this end primarily in view.

The committee appears to have made no recommendation with regard to rear lighting of vehicles. All that it has done is to make impossible suggestions in connection with the design and use of head lamps with the effect of reducing their utility and so increasing the risk for all road users without making what seems the very natural stipulation that in view of reduced power of head lamps every vehicle should be compelled to carry a rear light.

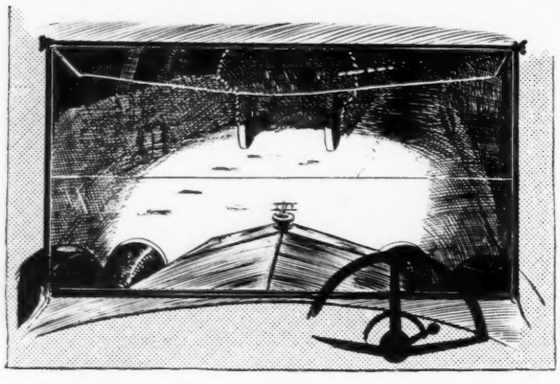


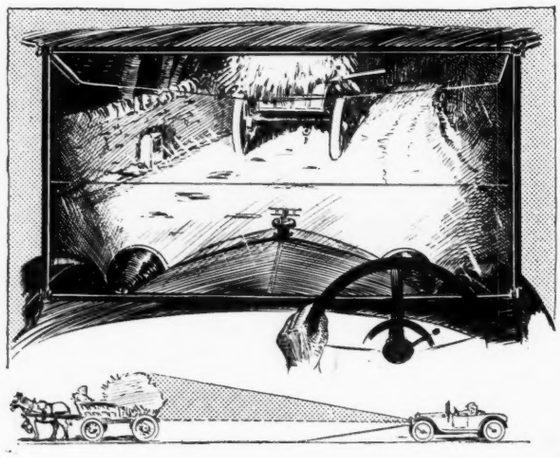
A photograph taken by the aid of a C.A.V.-Grubb anti-dazzle head lamp showing how the rays of light do not reach the eyes of an observer standing 220yds. from the source of light. The black patch of road beyond this point is, however, in our opinion, a distinct handicap to safe night-travelling.

A habit that has recently reached us from America is the use of a spot light or searchlight in addition to the ordinary lighting of a car. Theoretically illegal, these spot lights seem to be tolerated by the police over here, and they are certainly very useful fittings, especially in times of fog, because the driver can then turn the beam at right angles to the car and drive by the hedge or ditch at the side of the road. But the committee recommends that such searchlights or spot lights shall only be permissible *when the car is stationary*. This is truly the climax of the Gilbertian efforts that are being made to improve our lot. Only when the car is stationary are its occupants allowed to have the benefit of an extra powerful head light! Presumably underlying this recommendation is the idea that it shall in effect limit the use of spot lights or searchlights to reading signposts, etc., at night time, when, of course, the car would naturally be stationary.

THE ISSUING OF DRIVING LICENCES.

Mechanically propelled traffic is increasing at an enormous rate, and there is no denying that its regulation from every point of view is going to become a matter of increasing difficulty. But one very important requirement towards the ensuring of sensibly managed road traffic is





Two drawings that illustrate the failing of a lamp of which the top rays have been cut off. In the one case the normal rays show the cart and a projecting pole that would probably catch the windscreen of the car, in the other this pole and the body of the cart are practically invisible.

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Many motorists prefer running on a mixture of petrol and benzol to using either spirit separately. "Shell" is *Nature's* mixture of petrol and benzol, perfectly combining the rapid vaporising qualities of the best petrol with the non-pinking quality of benzol. In point of fact, "Shell" Motor Spirit, ALONE OF ALL PETROLS, was extensively used during the war, *in precisely the same way as benzol*, for the production of those particular aromatic hydro-carbons which form the base of T.N.T. and other high explosives. It is this unique characteristic which accounts for the marked superiority of "Shell" Motor Spirit in respect of mileage, power and non-pinking.

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PRESS OPINIONS OF 1922 SHOW MODELS.

"The Sunbeam, of whatever model, is right up in the front rank of the most advanced design." *"SUNDAY TIMES."*

"One of England's finest cars, the Sunbeam stands out from other models by reason of its clean design, attractive lines and silent power on the road." *"MOTOR."*

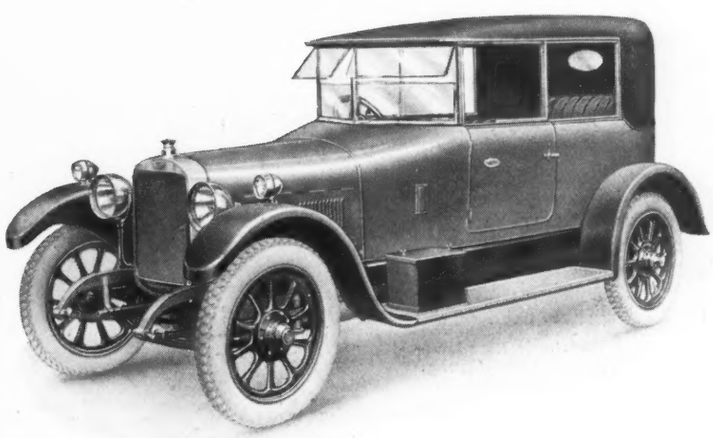
"The Sunbeam, surely, is as representative a car as can be found in this country." *"DAILY DISPATCH."*

"Progress has always been a strong point in the Sunbeam design, and this year the real post-war Sunbeam cars will appear at Olympia. On this point those of mechanical mind will see the latest trend of automobile design. No motorist ought to miss examining these cars." *"DAILY TELEGRAPH."*

The SUNBEAM MOTOR CAR CO., Ltd., WOLVERHAMPTON.

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SUNBEAM-COATALEN AIRCRAFT ENGINES 100-900 h.p.



16/40 H.P. ALL-WEATHER MODEL

some sort of control over the drivers of mechanically propelled vehicles designed to *prevent* accidents instead of to punish those who cause them.

At present a man who has absolutely no control over himself, who is blind and deaf, may obtain on payment of 5s. a permit to drive a motor vehicle. The need for an examination of applicants for driving licences is a pressing one, for the incompetent helmsmen and helmswomen that one sees on the road to-day are a menace to themselves and to everyone else who is compelled to venture forth at the same time. We feel that before any individual should be allowed to hold a motor car driving licence he or she should have undergone some test to demonstrate his or her efficiency and capability of managing a vehicle with sufficient safety to themselves and their passengers and with consideration for other road users.

At present no one is allowed to sit at the wheel until he or she has obtained a permit to do so! That permit is, and can only be, obtained before the applicant has even sat in the driving seat of a car, and one cannot *learn* to handle a car until one has a permit to drive anywhere and at any time—a situation of which the absurdity leaves no room for comment and of which the remedy is evident.

The driving licence should be a certificate of one's ability to drive, and no one should be able to venture alone on the road with a car and without fear of penalty until he or she had acquired the necessary permit. Until the permit had been obtained the tyro could take the wheel with a certificated driver at his side. As a matter of convenience there would be no objection to the issue of driving licences as at present—*i.e.*, before the applicant could drive—but some subsequent franking of the licence would be necessary before it was valid as a passport to the road, such franking being done by an official (may we be forgiven for suggesting yet another) after actual observation of the applicant at the wheel. Drivers who had held a licence for more than twelve months could be excused examination, but they and anyone else *might* possibly be required to undergo re-examination after being involved in a bad accident.

DAIMLER PRICE REDUCTIONS.

ONCE again the Daimler Company of Coventry announce price reductions; this time of the new 20 h.p. chassis and of various complete cars, the latter reductions being effected by lowering of body prices without any change in those of the two 30 h.p. and the 45 h.p. chassis.

	Show Price. £	*New Price.* £
20 h.p. chassis	700	650
"Castleton" open touring car ..	1,000	950
"Clifton" *de luxe* open touring car	1,100	1,030
"Mirfield" landaulette	1,200	1,100
"Mirfield" *de luxe* landaulette ..	1,275	1,175
"Chesterfield" *de luxe* landaulette	1,375	1,275
"Berkeley" *de luxe* limousine ..	1,425	1,325

A MAGNIFICENT SPEED ACHIEVEMENT.

ON Thursday, November 24th, a Wolseley 10 h.p. car put up a truly remarkable performance on Brooklands track. Not only were the records that it established particularly exacting records, and not only were they achieved at highly creditable speeds, but in every case the previous record was held by a car of nearly 20 per cent. greater capacity than the Wolseley, the engine of which is of only 1260c.c. capacity. The figures are given herewith, and especial emphasis must be laid on those for the seven and eight hours. It will be seen that the distance covered is exactly the same, which means that in less than seven hours the Wolseley had beaten the previous seven and eight hour records.

The car was only on the track for just over six hours; if it had actually run for seven or eight hours it would, of course, have covered a much greater distance than it did, and its average speeds for the seven and eight hours' run would have been approximately the same as that for the six hours. This somewhat strange position arose this way—the car was out for the six hours and 500 miles records, but just to make sure, after completing 500 miles, which came just beyond the six hours, a few more laps were covered, bringing the total distance run to 514 miles 1,124yds. The previous seven and eight hour records both stood below this figure.

WOLSELEY RECORDS.

Distance.	*Time.*	*Average Speed.*
250 miles	3 hrs. 2 mins. 54.92 secs.	82 m.p.h.
300 ,,	3 ,, 38 ,, 4.19 ,,	82.54 ,,
400 ,,	4 ,, 50 ,, 43.99 ,,	82.55 ,,
500 ,,	6 ,, 6 ,, 46.37 ,,	81.79 ,,

Time.	*Distance.*	*Average Speed.*
3 hrs. ..	245 miles 1501 yards ..	81.95 m.p.h.
4 ,, ..	331 ,, 480 ,, ..	82.82 ,,
5 ,, ..	413 ,, 278 ,, ..	82.64 ,,
6 ,, ..	490 ,, 393 ,, ..	81.70 ,,
7 ,, ..	514 ,, 1124 ,, ..	73.37 ,,
8 ,, ..	514 ,, 1124 ,, ..	64.33 ,,

ITEM.

Armstrong Siddeley Prices and Deliveries.—We are informed by Messrs. Armstrong Siddeley Motors, Limited, that all orders booked at £720, which was the list price of the 30 h.p. six-cylinder chassis when exhibited at the 1919 Show, were executed at that figure. This is a particularly creditable achievement which makes all the more unfortunate a mistake in a recent issue, when it was stated that although £720 was the first price of the Armstrong Siddeley, we believed that no chassis was delivered at this figure. We hasten to correct the mis-statement.

CARTERS, LTD.

"The Alleviation of Human Pain."

TELEGRAMS: "BATHCHAIR, WESDO, LONDON." TELEPHONE: LANGHAM 1040.



By Appointment.

ELECTRIC Invalid's Carriage.

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2¼ h.p. Two-stroke Lightweight Motorcycle

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The very complete specification includes the Enfield Patent Two-speed Gear, Cush Drive Hub, "Clean" Handlebars, Protective Legshields, Detachable Rear Mudguard and Carrier, Dunlop Tyres, etc.



Price (with kickstarter as illustrated) £57

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"NUGGET" BOOT POLISH

THE supremacy of 'Nugget' is greatly due to its wonderful preservative qualities. It is guaranteed free from acid or anything injurious to the finest leather. It prevents leather from cracking and gives a brilliant, lasting shine in a few moments.

'Nugget' is made in the following colours—Black, Brown (Tan), Dark Brown, Toney Red, and White for patent leather, in tins, 4d. & 6d.

The 'Nugget' Polishing Outfit should be in every home. It is sold everywhere in metal case at 2/6 each.

4D. TINS. 6D. TINS.



EVINRUDE

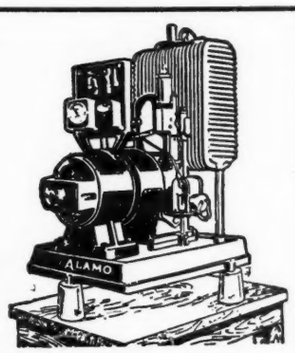
EVERY sportsman—every lover of the open—every man who appreciates the river, should have an Evinrude. It is a sturdy little Motor which is quickly and easily attached to the stern of any rowboat. The trouble of rowing is cut out. It takes you there and brings you back, and the cost of running is fractional.

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Write to-day for catalogue "L" with full particulars

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is the smoothest running Lighting Plant in the world, a set can be seen working on full load mounted on THREE ORDINARY GLASS TUMBLERS at the Co.'s Offices.

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Cylinder Grinding | *Crankshaft Grinding*
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OFFICERS' ARMY TRENCH COATS

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All orders must be prepaid and if the coat does not give complete satisfaction, money will be at once refunded without question, provided garment is returned undamaged within seven days.



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WRAP COATS AND CLOAKS IN EVERY GUISE

THE CRAZE FOR FUCHSIA COLOURINGS.

WHEN the dress history of this time comes to be written the chroniclers of the future will surely find much food for reflection in the matter of *manteaux*. Never since the middle of the last century has there been such a *furore* for sumptuous wraps, ranging from the costly and exquisite Spanish shawls to elegant shapely creations of velvet, fur, satin and embroidery. The word "shapely" is used, however, in rather a loose sense, since the majority of the models are more or less vague in line, albeit expressing a distinct silhouette, with their great, high enveloping collars, the width increasing about the arms and then narrowing off again to slimness at the hem, further variety being brought to bear under the auspices of the cape, this sometimes slung from the back and at others resolving into a wing sleeve *mouvement*.

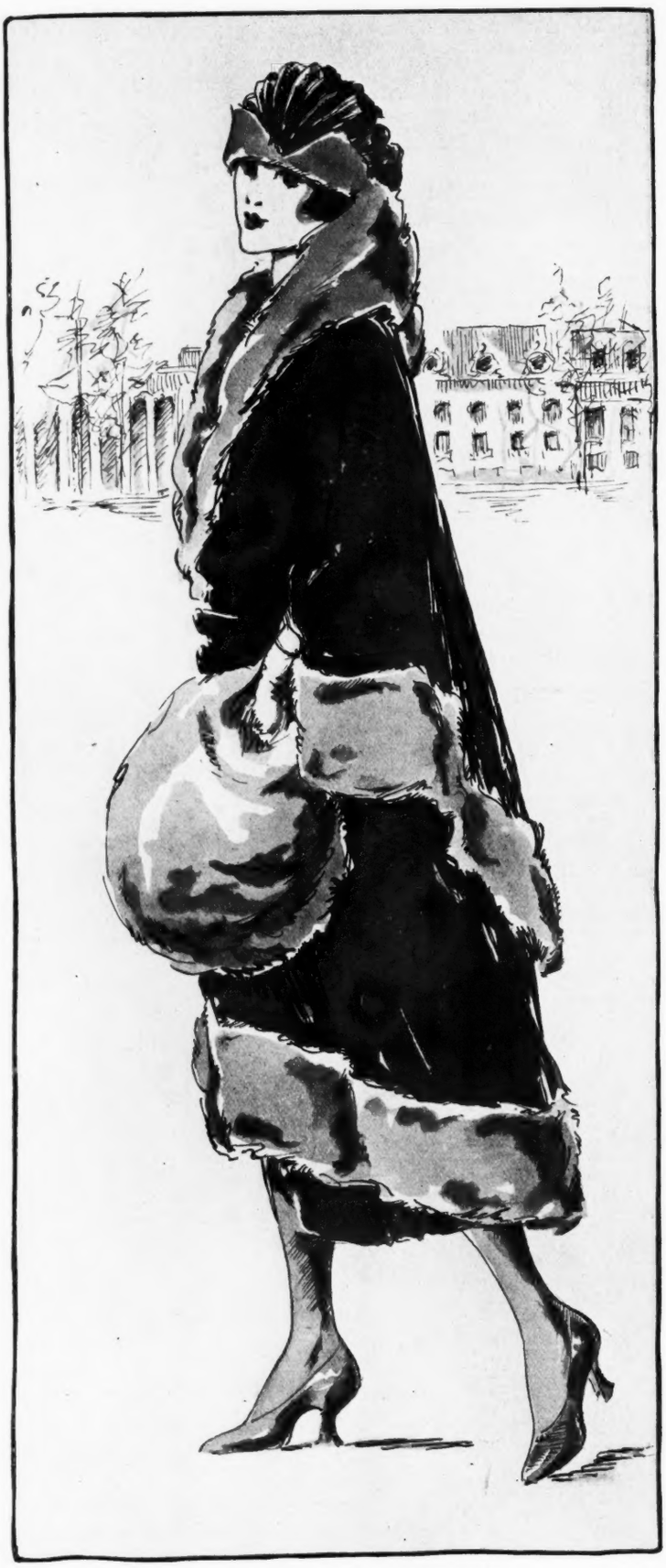
After this *genre*, although of strikingly individual character, is the example pictured, one of the many enchanting models to be seen at Debenham and Freebody's, Wigmore Street, W. Built of black perlaine, which is a kind of glorified nap cloth, the cape on this resolves into a vague sleeve, and is trimmed, as is also the hem, with soft grey fur, of which the immensely high band collar is likewise fashioned, a lining formed of strips of silver tissue adding a further note of arresting novelty to a supremely unique wrap. Significant emphasis is, moreover, laid on similar creations carried out in plush. Of black plush is one which exemplifies the above described silhouette, narrow at top and hem and widening in the centre, this finishing with a handsome shawl collar of skunk and lined throughout with a striped black and white satin.

Recherché doublures are obviously in the majority here, a nigger brown checked *satin-beauté* revealing itself when a wrap of black velvet is thrown back, an elegant *manteau* that has elbow-length cuffs and high collar of mole dyed rabbit; while a redingote of the same rich quality Lyons velvet has the skirt eased on to a long straight upper part, trimmed, as are also the hem and collar, with real skunk. Unqualified value characterises a smart practical street coat of fine quality velours cloth that is modelled with the approved pouched back and long cape sleeves, completed by collar and cuffs of coney fur. In navy and a few similarly useful colours, lined silk throughout, the price is only 9½ guineas, an effective check West of England coating, an easy slip-on style, coming out at 7½ guineas.

The prophesied craze for purple and fuchsia colourings has materialised beyond the highest expectations, and promises to be more influential than anything in breaking up the solid block of black gowns. Quite young girls are wearing a deep purple that has a certain warm reddish tinge for dance frocks, an especially successful *nuance* in chiffon with its bright surface and high lights. Georgette is not quite so happy in this reddish shade of purple, but is very charming in Parma. Dresses made of several shades of mauve toning up from a delicate lavender to a rich bishop purple are courting attention, a discreet touch of old blue occurring in several of the fuchsia red and mauve schemes.

Immensely persuasive also are some hard little frocks of metal brocade satin. These represent a distinctive style all their own, effected under the auspices of long waist, pointed bodices and skirts that are ankle length, with draped sides that trail off into a point touching the ground. The rather high round *décolletage* is left hard and unrelieved, as also the tiny chemise sleeves. Gowns after this character have a slightly mediæval suggestion which is enhanced by the beautiful brocades requisitioned to their service, the most favoured colourings including stained glass window blue and gold, purple and silver and Venetian red and aluminium.

L. M. M.



A WRAP COAT OF DISTINCTION.
In black perlaine and grey fur with a *doublure* of silver tissue.









Manfield's in Regent Street.







THE FAIRYLAND OF FOOTWEAR. This is an expression George R. Sims uses in giving his ideas on the Manfield Regent Street Salons. His book on the subject, with coloured views, will be sent to anyone interested.

But the place and the service, exceptional though both are, really avail nothing except in so far as they represent the standard and the character of the GOODS supplied. A seasonable selection is shown in this group, sufficient to excite the natural desire to see more at the Salons. The PRICES that rule are by this time well known to be the same as at other Manfield Branches.

Manfield & SONS LTD









R672 - - 14/9
Quilted Satin Mule Slipper with Rosette in colours. Pink, Black, Mauve, and Purple.

A1459 - - 52/9
Bronze Satin Open Bar Beaded Embroidery. Rosette on Bar, also in Black Satin. Steel Beads.

R346 - - 44/9
Black Satin Fan Tongue Court, Louis XV. Heel. Also in Nigger Satin.

R683 - - 24/9
Quilted Satin Bootee, Fur bound in colours, White, Pale Blue, Black, Rose, Purple, and Wedgwood.

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White Satin Whole Cut Court Shoe, Louis XV. Heel, untrimmed also in Black Satin.

A1430 - - 62 9
Black Satin Embroidered Court, Latest Paris model, also Navy Blue & White Satin Embroidery with Gold and Silver Beads.

A1469 - - 29/9
Bronze Glace Grecian Slipper also in Blue and Crimson.

R831 - - 42/9
Black Satin Sabot Court, Black and Gold Brocade Band, and Heel.

R612 - - 74/9
Bronze Open Bar Dress Shoe, Bronze Beaded Embroidery. The vogue in the Ballroom.

A1474 - - 22 9
Brown Leather Moccasin Fur bound Slipper. Beaded embroidery.

If unable to call, write to the Postal Department, enclosing remittance, giving number and size of foot. Remittance returned if goods not entirely satisfactory.

Manfield & Sons, Ltd.
170 Regent St., London, W.1

WHEN CHRISTMAS IS COMING

CLOTHES FOR THE COUNTRYWOMAN.

NO woman who lives in the country, or for the matter of that is going abroad for the Swiss sports or even is a lover of practical clothes that are also charming, should miss calling at Mme. Elizabeth's, 45, South Molton Street, New Bond Street, W.1, during the month, for her "Olva" Department Sale is being held for that period. Nothing more practical, hard-wearing and at the same time smart could well be imagined than the corduroy coats, in all sorts of pleasant shades and neatly braided, now sold at 6½ guineas, the usual price being 7½ guineas. They are designed for wear with skirt to match or with a tweed skirt, either of which costs usually 4½ guineas but is now a guinea cheaper. For wear with these the most delightful caps of corduroy are offered, finished with little feather mounts of sportsmanlike air and very delightfully braided. In hand-woven all-wool "Olva" material, most original sports coats are being offered, in which lie the possibilities of unique Christmas presents. These were 5½ guineas, but are now 4½ guineas. Perhaps the biggest reduction of all is made in the price of the house frocks in the same delightful cosy material, some of which, once priced at 7 guineas, are now to be had for only 4 guineas. A most charming example is in soft Parma violet colour trimmed with threadings of the same material in a tender shade of mulberry or grey and rose and black and coral the effect is equally captivating. Even cheaper—only 3½ guineas—are some delightful frocks in a finer weave of "Olva." Jumpers vary in price from 3 guineas to 6 guineas, which represents the very much reduced cost of a beautiful coral-coloured garment with a hand-woven border. It is finished at the cuffs and neck with beaver-coloured velvet and stitchery in beaver colour and blue. Hats and caps are equally reduced in cost.



A NOAH'S ARK COT COUNTERPANE.

A CHARMING NOVELTY.

A great deal of a child's life is passed in bed, and a cloth cover such as the "Pip and Squeak" and "Noah Family" coverlets, produced by Messrs. J. J. Allen, Limited, Dept. C, Bournemouth (London Showrooms, 188, Sloane Street, S.W.), will be a source of real delight to every little person lucky enough to find one among his or her Christmas gifts. They are printed in a fine selection of colours on a well hanging, durable cretonne cloth, and are warranted not to run in the wash. Table covers are made to match, and the same design without the border is sold by the yard for frocks, overalls, curtains and so on.

A FEAST OF GOOD THINGS.

There are many covetable things mentioned or illustrated in the Christmas catalogue of Messrs. Shoolbred and Co. besides toys, but toys come first, and toys supply the pretty coloured picture on the cover. Dolls, Noah's Arks, soldiers, wooden horses are here side by side with such comparatively recent innovations as a rag toy scooter bear, or an attractive model Italian gondola. Handbags, jewel cases, manicure cases represent some of the treasures of the Fancy Goods Department, and further sections of the catalogue deal exhaustively with calendars, books, ladies' and children's frocks, gloves, crackers, and, indeed, everything which money can buy to add to the success of the 1921 Christmas.

THE SUCCESS OF ST. DUNSTAN'S CIGARETTES.

It is good news that the St. Dunstan's cigarettes, made and marketed for St. Dunstan's by Messrs. Carreras, Limited, which fact in itself is a guarantee of their quality, show every promise of being a great success. With that enterprise which the public has now come to take as a matter of course, St. Dunstan's are now carrying this idea further by the sale of the attractive presentation cabinets, holding either two hundred or four hundred of the cigarettes, one of which appears in the accompanying illustration. The cabinets are priced at 10s. and 20s. each respectively, and should have a good sale as Christmas gifts.



PRESENTATION CABINET OF ST. DUNSTAN'S CIGARETTES.

THE ROYAL CHRISTMAS CARDS.

All the world over Messrs. Raphael Tuck's name for Christmas cards is well known. Christmas cards for the King and Queen, Queen Alexandra, Princess Mary and the Prince of Wales have again been supplied by the firm this year, and, as usual, they are beautiful productions. Picture postcards, autograph Christmas and New Year cards, calendars, gift books and toy books they have in profusion. As a matter of fact, their collection of Christmas cards alone numbers over three thousand different designs.

AT SMITHFIELD SHOW.

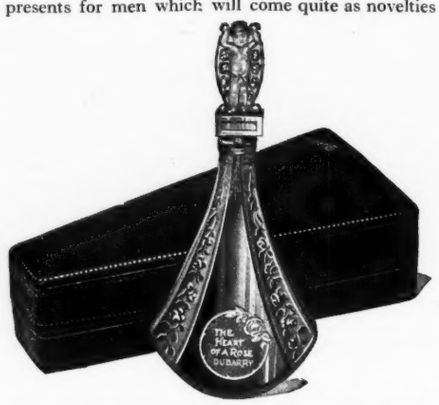
Not the least interesting exhibits at the Smithfield Show this year are Messrs. Ransomes, Sims and Jefferies'. They are showing their Compound Steam Tractor and the 6 b.h.p. "Wizard" High Compression Stationary Oil Engine, unique among oil engines, as it will start from cold without recourse to petrol or the use of a blow lamp, carburettor or other complicated mechanism, the "Orwell" Cultivator, the No. 12 Potato Digger, and many other useful machines.

THE DAINTIEST OF CHRISTMAS GIFTS.

Among the most delightful Christmas presents of the year must be mentioned the exquisite powder bowl illustrated here. It is carried out in powder blue china with gold decoration, the kneeling figure being coloured to resemble ivory. It is the registered and exclusive design of Dubarry et Cie., 81, Brompton Road, S.W.1, and its price is 5 guineas. Its diameter is 8ins., so it is large enough to accommodate the very largest size of bath puff. It is only one of the many novelties illustrated in Messrs. Dubarry's catalogue, which will be sent on request to any reader of COUNTRY LIFE. Messrs. Dubarry's perfumes are well known as among the best to be obtained anywhere, and the way in which they are presented is as charming as the scents themselves—witness the beautifully decorated bottle pictured here, with its Cupid stopper and silk-lined case. All the 31s. 6d. sizes of Messrs. Dubarry's perfumes are put up in equally attractive fashion. Among presents for men which will come quite as novelties in most cases are the artistic wooden bowls of "Silkashave" shaving soaps and the boxes containing one stick each of "Debonair" and "Silkashave" shaving soap *de luxe* in black and gold tubes. Among less expensive, but no less desirable, articles which may very fittingly be sent as small gifts by any woman to her friends are the charming little tablets of bath salts, of which you may purchase boxes containing twelve tablets of one perfume or an assortment of twelve different odours, forty-eight distinct odours being available. No one who loves the best in toilet articles should fail to write for the Dubarry catalogue.



FOR THE BATH POWDER PUFF.



"THE HEART OF A ROSE" PERFUME, WITH ITS CUPID STOPPER.

HIS MAJESTY KING BABY.

Nowadays, when so many mothers wish to let their children's daytime sleep be taken in the baby carriage in some sheltered nook in the garden, the baby carriage has become one of the things that must be chosen with the greatest care and consideration by those who have the children's welfare dearly at heart. An excellent point about the baby carriages made by the well known firm of Messrs. Hitchings, Limited—who, besides their showroom at 449, Oxford Street, W., have another at 45, Knightsbridge, S.W., and branches in Liverpool, Manchester and Glasgow—is the depth of their draught-proof bodies. They are coach built and comfortably upholstered in sanitary washable material. Only the best steel carriage Cee springs are used, and this is extremely important, for the occupant of the carriage should feel no vibration which can be avoided. Another feature is that the weight has been brought very low, and the scientific construction of a Hitchings baby carriage enables it to be easily handled and steered, the pavement, kerbs and steps being negotiated with little difficulty. The illustrated catalogue which Messrs. Hitchings issue will be of interest to all parents and testimonials from the Queen of Italy, the Queen of Spain, and Prince and Princess William of Sweden, guarantee the productions of this firm, established for half a century, as being still among the best purchasable to-day.

CHRISTMAS EXCURSIONS TO THE CONTINENT.

The South-Eastern and Chatham, the first railway to reinstate Continental excursions after the war, are again to the fore with their Christmas Holiday Arrangements. Cheap fifteen-day excursion tickets (second-class and third-class) are being issued to Paris and Brussels, and eight-day tickets can be obtained for Ostend. For those desirous of visiting Calais and Boulogne, cheap week-end tickets are being issued.

SLIPPERS FOR CINDERELLA.

Among useful Christmas presents none is more acceptable than that of dainty footwear, and there is no place in town where slippers and shoes can be better purchased, with a greater variety of styles to choose from, or with more assurance of perfect fitting, than at Messrs. Baber's New Show-room at 309, Oxford Street, W.

SHOOTING NOTES

By Max Baker

CARTRIDGE BEHAVIOUR IN MUGGY WEATHER.

ON Tuesday, the 6th inst., I put in a very interesting day at the shooting ground. A period of mild frost had just given place to that muggy, clammy condition when every condensing surface carries a film of water and every absorbent material of a paper nature feels soft and sodden to the touch. My task was to test a loading of cartridges which had to be made up on the spot, and as the temperature was 51° Fahr. I did not trouble to light a fire. The cartridge cases were taken from their storage place in a metal deed-box, the powder from a tin canister provided with cork and metal cap. The weighing of charges was effected as quickly as possible so as to limit the period of exposure to such damp-ridden air. Just to exemplify the extreme conditions prevailing, the chemical balance in which the weighing was done, gave a false jump occasionally, the result of a bead of condensed moisture making surfaces adhere which ought to have been free. Nobody could say how the results would compare with others obtained under the usual conditions of a steam-heated laboratory. Such luxuries are not for me, and yet mine may be after all the most practical, since cartridges in general may suffer several days' exposure to equal dampness. The wise shooter should not run such risks, but we all know that cartridges are cumbersome things to keep indoors and that the available storage place is hardly the sort where one would keep prized books, for instance. Yet cartridges require just about the same solicitude as that which is lavished as a rule on books. In second-hand book lists we read about rare specimens which have suffered in the plates from exposure to damp, probably as the result of storage in a lumber room. My results when testing cartridges which have had ordinary outhouse storage generally show the full measure of velocity accompanied by a pressure much below what is considered desirable. In use such cartridges are generally believed to promote an undue proportion of runners; and yet, with the velocity proving almost invariably right, genuine lack of penetration is hard to explain.

BIRDS FLINCHING TO THE SOUND WAVE.

The other day I was asked a question for which, following Parliamentary precedent, I should have required that notice be given, not so that I might consult subordinates, but so as to have time to arrange thoughts and observations in logical relation. The question was whether when a bird flinches at the discharge of the gun it has been hit by an odd pellet, or whether it is merely showing fright at the noise of discharge, which, as everybody knows, is exceptionally intense in the approximate line of fire. On the subsequent day I observed a number of instances, and concluded that no absolute rule could be laid down. An experienced shooter can usually claim to be certain of a result; he can detect the impact, often hearing it, and his judgment is usually confirmed by the later behaviour of a bird which at first makes no alteration in its flight. In other cases there is a distinct flinch when there has certainly been no hit. Some species of extra-alert wildfowl are practically impossible to hit at full range, because they dive or climb on hearing the discharge. How rapid is their perception may be judged by the fact that the time of flight of a shot charge over 40 yards is one-seventh of a second, the average speed of the charge being about 900 feet-per-second. Sound averages 1,100 f.s., so that the time difference over 40 yards is very slight. One might argue that the bird takes warning from the flash, but we cannot probe too deeply into these matters. What is certain, be the cause what it may, is that a really wild bird will so change its course after the shot has been fired that the properly calculated lead is futile. Where persistent and steady strings of misses are recorded, and the flinch is seen most of the time, there can be no doubt that sound is the stimulating cause. There are other flinches due to more material reasons, so that at the finish the answer depends on facts which are liable to vary with the occasion. A good shot undoubtedly gets a lot of information from closely watching his quarry, not only at the moment of discharge, but some time beyond.

A RIFLE FIT FOR THE ROYAL ACADEMY.

This beautiful example of the gunmaker's art is the work of the firm of Greener. It is a double .600 bore rifle, the magnum of the high-power express class. Its owner is obviously an enthusiast on elephants, yet although he has done so much to secure the embellishment of a weapon destined for their destruction, the real bent of his mind is their study in the living state. Only of late years has the stalking of elephants and such "small deer," camera in hand, become a recognised sport. Schillings' book has made us acquainted with some of its risks, but it stimulates in the reader's mind the desire to beat some of his photographs, even at the cost of incurring greater risks. The owner of this rifle has already amassed a number of wonderful photographs, not only of elephants, but of other equally diffident subjects. Judging by this rifle, he also believes in having ready at hand a convincing final argument in the event of his curiosity being resented. Sir Samuel Baker was the great exponent of weapons which went definitely beyond the stage of enraging their victims. To my mind there never was a more convincing argument than the *finale* paragraph to his great book, which was as follows: "In his wanderings as a naturalist he will remember, that should he endeavour to study in their secluded haunts the wild beasts and their ways, the law of force will be always present; it will accordingly be wise to secure the force beforehand upon his side, and no more trusty companion and dependable agent can be found than a double-barrelled .577 rifle, to burn 6 drams of powder, with a bullet of pure lead 650 grains. This professional adviser will confirm him in the theory that 'the law of Force will always govern the world.'" It was my experience to test and report upon, one by one as they came out, the entire series of high-power



A BEAUTIFUL EXAMPLE OF THE GUN MAKER'S ART.

express rifle ammunition, for the most part lateral enlargements of the then comparatively new .303 cordite cartridge. The .600 was the *magnum opus* of them all, a terror to fire, but always interesting as an extreme type. Once I gained admiration and glory for firing ten rounds rapid from the shoulder, but the secret of my prowess was that, as the enquiry related only to the functioning of the cap, I had previously withdrawn half the cordite charge and with it all the kick that counted.

SOME PARTRIDGE DRIVING PRACTICE.

On the 10th inst. I enjoyed the opportunity for which I had been waiting to make an extended test of the clay bird hand-flinger which was described and illustrated in these notes a few weeks ago. Two ardent students of shooting had provided themselves with a large supply of cartridges, so that all they required was a plentiful and varied array of marks at which to blaze away. We left our little enclosure and wandered over the grounds of the West London Shooting School, my task being to pick up any unsmashed birds which happened to be lying around and to fling them in the approximate direction of the shooters, who stationed themselves some 40yds. away. As the range of the birds varied between 60yds. and 80yds., so many of them as were not previously broken passed the firing point with plenty of speed and at a nice flat trajectory. In this way at least a couple of hundred must have been thrown. They were all heights and angles, being in every respect a fair representation of the real thing, the trial fully convincing me that with the aid of this appliance a reasonably adept person could deliver at will practically any style of bird that is required. The throwing is itself a positive pleasure, and demands far less skill than the sort of flinger which is fitted with a "hand" closely approximating to those used in the conventional design of trap.

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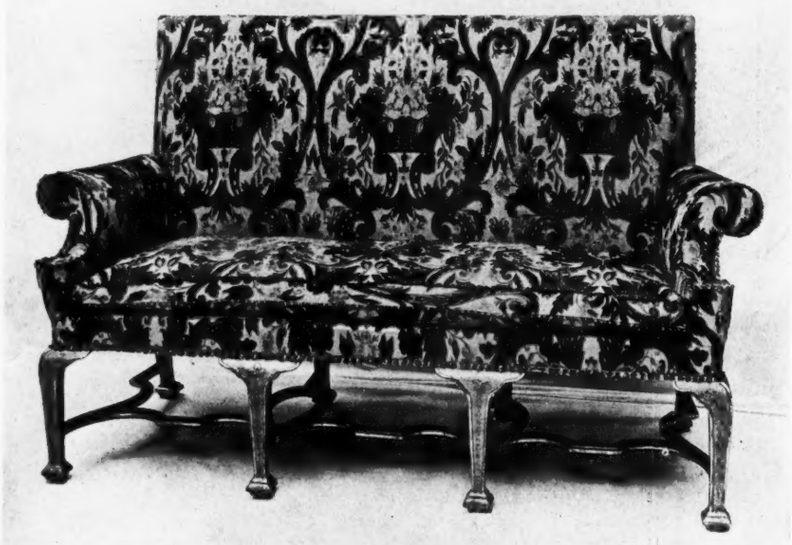


DRYAD WORKBASKET well made, and with a pleasing silk lining, diameter 12 inches. 17/6 carriage paid. Further Designs and Catalogues of the Dryad Cane Furniture, Log Baskets, Handicraft materials, Metalwork, etc., gladly sent post free on application to the Dryad Works, C Dept., Leicester.

FURNITURE IN FINE VELVET AND GOLD

ART PRICES—AUTOGRAPH POEMS BY BURNS.

THE very summit of richness in decoration is attained by the use of golden furniture. It suggests, more than any other style, the palaces of kings, and looking at the earlier specimens one is irresistibly reminded of the age of Louis XIV, when the monarch was treated almost as divinity. In the earlier specimens of gold furniture an additional richness was obtained by upholstering them with magnificent patterned textiles. An example of this we illustrate, from the collection of Mr. Charles of Brook Street, W. The set consists of a settee and six chairs covered in patterned velvet of the period of Louis XIV. Brilliantly rich it is, by reason of deep soft colours of the pile in contrast with the plain cream ground of the fabric and the glamour of its golden frame. The settee is of three-chair width, *i.e.*, 5ft. 3ins. by 3ft. 8ins. high, having four legs in front. These are of square-cut-cabriole form, tapering somewhat, and decorated with ornament in gilt gesso, the pattern being burnished and the ground dull. The arms are scrolled and the back is of straight outline, while the under-stretchers are shaped with skill in construction and grace in form. The back, seat and squab cushion are covered in velvet of magnificent floral pattern, the back motive being a basket of flowers with the effect of a jardinière (which gives its name to this kind of velvet) resting on scrolls, from which proceed leaves, stems and flowers in beautiful colours. Carried into the seat the design includes grapes and formal foliage. The six chairs are exactly *en suite* with the settee, the height being the same, while the seat width is 1ft. 10ins. by 1 ft. 9ins. deep. In the same collection is a set of six walnut chairs, with turned baluster legs and stretchers, with scrolled backs covered with the same gorgeous patterned velvet.



LOUIS XIV GILT SETTEE COVERED IN VELVET.

At Messrs. Christie's on December 1st a carved wood equestrian statuette of Louis XIV, painted in colours, said to have been presented to the Bey of Tunis, realised £136 10s., while eight Chippendale mahogany chairs and two armchairs brought £115 10s. At their sale of modern pictures and drawings on the 2nd inst. the following prices were obtained: "Windsor Castle from the River," by Nasmyth, £462; Caldecott's "The Curmudgeon's Christmas" and "Map of a proposed tour for six days," £94 10s. and £99 15s. respectively; "The Harem," by J. F. Lewis, £131 5s.; Birket Foster's "A Peep at the Hounds," £189; and "La Prière," by Gerome, £183 15s. On December 6th a pair of Chelsea figures of a shepherd and shepherdess with lambs and dogs, modelled by Roubilliac and impressed R, reached £430 10s.; and a pair of Chinese powdered-blue dishes, enamelled with flowering plants and a vase in the centre—Kang-He, *famille verte*—£94 10s.

A striking instance of the generous and impulsive nature of Robert Burns is made manifest by an autograph poem written by him in 1787 on the fly-leaf of James Baillie's poems, 1776, addressed to Miss Susan Logan, Park. A letter by her youngest sister describes how the poet supped at her mother's house on his way to publish his first small volume of poems, how in conversation he regretted she did not know Beattie's poem, "The Minstrel," which he had only lately read. "He set off next morning for Edinburgh, bought Beattie's Poems, wrote that most elegant little poem on the blank leaf standing in the bookseller's shop—made up his parcel, took it to the Coach—and sent it off—she had never seen him before, or ever afterwards." The autograph song, "O, Wat ye Wha's in Yon Town," with unusual variations; three autograph poems, "On scaring the waterfowl in Loch Turit," "Written in the hermitage at Taymouth" and "Written at the fall of Fyers"—with an additional stanza of "Tam Samson's Elegy," in the poet's hand in his Poems (Edinburgh, 1787)—these, with the Logan verses, will come under the hammer at Messrs. Sotheby's when they sell books, illuminated and other manuscripts and autograph letters from December 19th to 21st. The sale includes a manuscript of St. Cyprian in rare fifth century uncial letters, a fourteenth century manuscript of Dante's "Divine Comedy," some rare editions of Bunyan's works, old English plays, Bibles and Psalters of great rarity and fine nineteenth century illustrated books, some of which are from private presses.

Modern etchings formed the subject of Messrs. Puttick and Simpson's sale on December 8th. These were mostly signed artists' proofs, among others, a fine series by Sir F. Seymour Haden, Anders Zorn, Whistler and Axel Haig, with some drawings and engravings. The following day they sold English glass, furniture, miniatures and textiles, including a beautifully painted miniature of Madeson Morton by Richard Cosway, and a court cupboard with conventional decoration, flowers and foliage dated 1668, with other Stuart and eighteenth century English furniture. The Joseph Farington, R.A. (1747–1821). collection of drawings, papers and diaries was dispersed by Messrs. Puttick and Simpson on December 8th. It included many important drawings of places in Flanders, whose names are now, alas! only too well known to us. His diaries were of very great interest and full of detail illustrative of the society in which he moved, and the notebooks of the proceedings of the Royal Academy, to which he was auditor, were of high historical importance.

D. VAN DE GOOTE.

MESSRS.

Sotheby, Wilkinson & Hodge

will hold the following Sales by AUCTION at their Large Galleries, 34 and 35, New Bond Street, W.1, during Next Week, each Sale commencing at one o'clock precisely:—



Sale, December 20th.—Le Vasseur, after J. B. GREUZE, La Laitière, before the dedication.

December 19th.—Japanese Colour Prints and Books.

December 19th-21st.—Valuable Printed Books, Illuminated and other Manuscripts and Autograph Letters, the property of Edward Penton, Esq.; of the late Sir Thomas Brooke, F.S.A.; of the Marchese Alfieri; of Lt.-Col. G. Meynell; of the late P. Berney Ficklin, Esq., F.S.A.; and from the Blaenpant Library (sold by order of A. Brigstocke, Esq., and with Leave of the Court).

December 20th-21st.—Engravings and Drawings, the property of Col. Blackburne, C.B., Hale Hall, Liverpool; of the Lady Sarah Wilson, and Heirlooms from the Walsingham Estate, sold by order of Major C. B. Lee Warner and the Trustees.

On View. *Catalogues may be had.*



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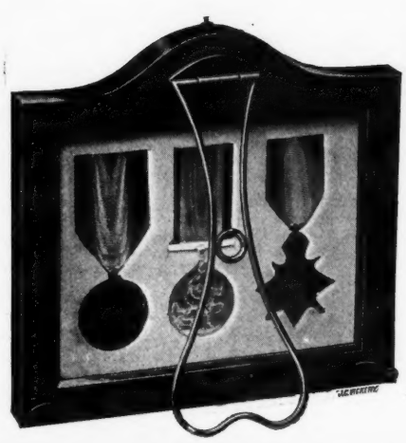


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New Bronze Frame to take "War Service Plaque," with Photo etched as shown in illustration, £9 9s.

With Badge of Regiment instead of Photo, **£4 2s. 6d.**

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A CHRISTMAS JOURNEY

YULETIDE numbers of the illustrated Press have pictured for us, since our earliest recollections, incidents connected with the feverish activities of "the road" during the days immediately preceding Christmas. Scenes dating back to the good old times of the stage coach—often shown to be in difficulties—fired our youthful imaginations, and there are perhaps few who have not at some time sighed to think that they arrived too late to take part in a Christmas journey, with a potential Sam Weller on the box.

Those who have heaved that sigh of regret may take consolation from the fact that the development of the motor car has placed within the range of every owner the possibility of a Christmas journey in the true Dickensian fashion.

The domestic problems of recent years have, no doubt, done much to loosen the old-established custom of spending Christmas at home in the bosom of one's family, and a number of the delightful inns which are to be found up and down the country have stepped into the breach and have taken upon themselves the onus of providing all the fun of the Christmas fair, and at the same time relieving their guests of the responsibility of carrying out a similar organisation in their own homes.

It is possible that a continuous motor tour at this time of year may not be always desirable, particularly if the tour is to be taken during Christmas week, when suitable accommodation might be difficult to find at a moment's notice; the uncertainty of the weather is also an important factor to be taken into consideration. It therefore seems that the kind of tour which will appeal to the majority of those who intend to break away from the traditional English stay-at-home Christmas will consist of a run of one or two days out and home, with a sojourn of whatever time is available in between the two journeys. In a previous year I formed one of a party which made a trip on these lines to the Lake District. The tour was undertaken and carried out in the true Christmas spirit, but I must confess that the pictorial representation of a stage coach emerging from a snow drift, or undergoing some other "difficulty" common to the "good old days," seemed to lose for the time being some of its humour when applied to the reality of a car broken down and its occupants stranded.

A journey over the Kirkstone Pass is not infrequently contemplated as something in the nature of an adventure, particularly if the ascent from Windermere is undertaken in a car constructed to hold five but carrying seven passengers, and in addition a large and miscellaneous collection of luggage. On the occasion to which I refer all had gone well until one of the stiffer gradients beyond Troutbeck was reached; at this point, with little warning, our tried and hitherto trusted friend came to a standstill. The trouble, from a mechanical point of view, was not serious; in fact, I may say that we gazed on the derelict more in sorrow than in anger, for its failure was chiefly the result of our own negligence. Although simple, the damage was sufficient to banish at once all hope of reaching our destination that night, and the car was accordingly pushed into the roadside and abandoned. The question then arose of what should become of its seven passengers, and I may mention incidentally that the man who first suggested an olden time Christmas on the road became a very unpopular person, more especially when an ultra-pessimist dilated at some length on the bright fire roaring up the chimney and the other good things waiting for us little more than ten miles ahead. In the circumstances the only course that seemed possible was for us to seek shelter in the upper storey of a fellside barn which had been discovered not far away. The ground floor was found to be already occupied by two pigs and a cow, which resented our untimely intrusion in the strongest possible manner—it was then nearly midnight.



THE EARLY MORNING TASK.

Although we had been successful in finding a place to lay our heads, the problem of making further progress remained unsolved, until two members of our party—"very gallant gentlemen"—volunteered to tramp the remaining ten miles and seek out the assistance of a potential salvage corps. They departed in a soaking downpour, with the assurance of



DERWENTWATER—LOOKING TOWARDS KESWICK.



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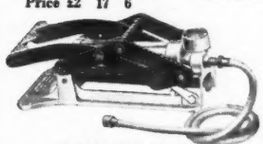
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Smith's Touchwud Mascot The latest lucky mascot. Fit this to your car and avoid trouble. **Price 18/6 each**

Smith's Wind Nymph Mascot. A really beautiful and artistic mascot. Price: Silver Plate **£3 15 0** Brass **£3 3 0**

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those left more or less comfortably in the dry that the distance to be covered was little more than five miles and all down hill! At the top of the Pass (1,476ft. above sea level) the rain changed into a snow storm, and after encountering arctic conditions for the greater part of the way, they eventually reached Ullswater at about four o'clock in the morning.

In the meantime, those who had sought shelter in the barn fared little better; the cold was intense, the pigs garrulous, and sleep possible only at short intervals. No one was sorry, therefore, when soon after daybreak the barn doors were thrust noisily apart, and there immediately followed the sound of energetic strokes from a broom on the rough stone floor—probably on the pigs, too, judging by their apparent protests.

A broom, ably wielded by the hand of a skilled artist, may become a dangerous weapon, and we were a little doubtful as to the kind of reception our host might give his uninvited guests. Experience gained in other fields, however, had taught us that the advantage lies with him who hits first, and hits hard. One, more bold than the rest, therefore took upon himself to challenge the rightful owner in no uncertain tones. "Hullo, are you the landlord?" After a pause—perhaps spent in prayer, we do not know—the simple answer came up from below, "Ye-es."

"Right. Can we have breakfast for five?"

"Certainly," was the response, without hesitation, and in a voice betraying so little surprise that one might have thought it quite an everyday occurrence for five famished strangers to be found in the unlawful occupation of a wayside barn. A few words of explanation, a walk to a farm some distance off, and we were soon discussing such a breakfast as falls to the lot of few, and which brought forth the rescission of a resolution on the subject of pigs which had been carried unanimously during our night in the barn.

With commendable expedition the "breakdown gang" arrived on the scene; their equipment consisted of an almost pre-historic Daimler for towing purposes and a unique specimen of the ubiquitous Ford for the conveyance of ourselves. In due course the whole caravanserai brought up at the little inn, delightfully situated on the banks of Ullswater, where we had arranged to make our headquarters for the next few days.

To be deprived of the car for the time occupied by repairs was no hardship, for we had travelled these many miles for the special purpose of taking part in a form of sport frequently associated with Christmas in the periodicals already referred to, and, car or no car, we intended to carry out our Christmas programme.

Foxhunting in Lakeland differs from the pursuit of reynard as it is understood in most other hunting countries; although it is true "foot" days are an occasional fixture with some packs—for instance, the East Sussex; but in the fells foxhunting is invariably undertaken on foot. It requires the expenditure of no little energy, and is not without excitement, even when reynard *has* gone over the top, for there is ample opportunity for the unwary follower to precipitate himself into a bottom, which may be anything from a dozen to a hundred or so feet below. The born fellsman is, of course, quite expert on his native heath and will go up and down a fell side with surprising speed, but no horse could live throughout a day, and a car is also useless, except as a means of easy access to the meet.

We spent two splendid days there, and on another day, when there was no hunting, we climbed to the snow-capped summit of Helvellyn.

To ensure a safe run home, we devoted part of another day to giving our car the attention it should have had before we commenced a run of this length; but, in spite of our *contretemps* on the way up—which might not be repeated until the appearance of the proverbial blue moon—I can truthfully say that the tour formed one of life's little journeys of which I have the most affectionate remembrance.

The Lake District is, perhaps, a far cry for the man who lives at the opposite end of the country, and whose time is limited, but there are many other out-of-the-way places where days may be spent in surroundings which are new, and in pursuits which will make each Christmas a competitor for first place with its predecessors. In fact, Christmas on the road has opened up a new motoring epoch, of which we are hardly yet at the beginning. A. J. SYMONDS.

108,000 MILES WITHOUT REPLACEMENTS.

HOW many miles should a car run without requiring parts replaced? An excellent record is chronicled by Messrs. Turnham and Co., Limited, of Eccleston Street East, S.W.1, who have run a 1913 15—20 h.p. Straker-Squire cabriolet a distance of 108,000 miles without, in the words of the owners, "any repairs except the usual adjustments." In a letter to the makers they state that the car has just been dismantled for overhaul, and they "marvel that no new parts of an extensive nature are required." The letter concludes: "We use this cabriolet for private hire and it has not once let us down." This record is interesting in view of the reintroduction of the Straker-Squire "Fifteen" for 1922.

ITEM.

1919 *and* 1922 *Prices*.—It having been stated in the Press that prices generally are still higher than they were at the time of the 1919 (the first after-war) Show, Vauxhall Motors, Limited, point out that the current prices of the 25 h.p. Vauxhall-Kington open car and of the 30–98 h.p. Vauxhall-Velox sporting car are both lower than the 1919 prices.



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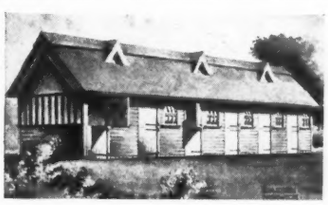


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TEA GOWNS AND TEA FROCKS

SILK CROCHET DRESSES IN LACE-LIKE DESIGNS. UP-TO-DATE BIJOUTERIE.

THE tea gown, always in conspicuous evidence at this time of the year, is never more thoroughly enjoyed than after a heavy day's Christmas shopping. There is nothing more restful than to slip into one of these loose, easy garments, and, to a certain type of woman, there is no more becoming raiment than some flowing elegance of velvet or brocade. Much could be written on the evolution of the tea gown, which has developed from a shapeless wrap to a creation of quite surpassing charm—many, indeed, being of a character that fully befits them to be worn as an *intime* dinner toilette; while the very latest expression of all is the tea frock especially dedicated to, but by no means wholly monopolised by, the young girl.

After this *genre* is the example illustrated, a model designed by the renowned Jenny, and to be seen at Marshall and Snelgrove's, Oxford Street, W., where the taste, variety and excellence are alike impeccable. Fashioned of jade green *Marocain*, this beautiful material falls from a shoulder to shoulder *décolletage* in graceful draperies either side, the sole relieving note supplied in a narrow gold tinsel ribbon woven with a tiny green design. This sounds little in the telling, but is so altogether exquisite in feeling and fine taste that it must be seen to be properly appreciated. And it is a model said to be equally alluring in black or any colour.

Every woman's heart also will go out to another creation arranged in Georgette, to be found in these *salons*. A pale grey scheme is especially lovely, the long, gathered skirt mounted on a long, straight bodice, the hem, bell sleeves and neck trimmed with a narrow silver braid topped by a finger depth of mole-coney, a great silver rose being posed one side the front at the waist. All small horizontal tucks in front from waist to hem is yet another heavy Georgette model, the back of which presents a totally different effect through the medium of box-pleats disposed perpendicularly. In a deep shade of fuchsia red this is a most covetable possession; as is likewise a fuchsia mauve satin-beauté draped over an underdress of fuchsia red chiffon with a flower girdle of the latter *nuance*

Perfectly charming slip-on tea gowns there are of chiffon velvet lightly held to the figure by a threaded girdle of the same, these ranging in price from 14½ guineas; while the very sweetest tea frocks of coloured *ciré* lace lined throughout with silk are amazingly reasonable at 7½ guineas. The skirts are fashioned petal-wise, surmounted by little crossover bodices, the *ensemble* completed by a wide sash of taffetas caught at one side by a mammoth flower of ravelled silk. And these are but a handful picked haphazard out of a wealth of choice.

What a change has come over the hand-wrought silk and wool frock now that crochet has replaced knitting! The lace-like and elaborate designs effected in crochet are really surpassingly beautiful, and the manner of working these designs in the centre in long line, reserving a deep yoke and hem for the lace pattern, the epitome of elegance and fine taste. Then no two appear to be quite alike, which speaks volumes for the ingenuity and resource of the crochet experts.

There is nothing smarter than one of these crochet frocks in black silk, worn with a string of pearls, a big black velvet hat plumed at one side of the back with mole brown ostrich feathers, mole stockings and black shoes. Mole grey is another favoured *nuance* for these dresses, also a rather rich shade of beech brown. Crochet adepts are growing extraordinarily clever in copying not only lace designs, but patterned materials; one notably successful effort was taken from a fancy checked stuff, and another from a fabric that was woven with diamond-shaped *motifs*. In fact crochet, in all its many varying expressions, may be accounted one of the biggest successes of the season.

Being interested in Christmas gifts, like all the rest of the world, I have been brought up against several attractive novelties. Prominent among these are some New Zealand jade sleeve-links for men. These, by virtue of their deep, sombre colouring, are especially applicable to the purpose, being inconspicuous and yet out of the common. They are, in addition, very inexpensive; one set is concave and oval in shape, mounted in narrow rims of gold, the centres punctured by two gold threads like a pierced shirt button stitched on with cotton. The cost of these is somewhere in the region of 3 guineas.

In the paler, more translucent, Chinese jade there are, of course, many beautiful pieces, long pendants for the most part, delicately carved, each one with a different device. Always covetable, but dreadfully costly, are the ropes of Chinese jade beads, these in picked qualities running into several hundreds of pounds.

Again, among the less costly items comes a slave bangle, made of the ivory of an elephant's tusk, wound round and round with a tiny inset line of black elephant's hair. Worn above the elbow, these black-lined ivory bangles are particularly effective worn with a black evening frock.

One of our most noted jewellery establishments has devised quite the prettiest and most original pendant for young girls in the guise of small bunches of grapes, effected sometimes in small, whole white pearls, and at others in pearls that tone from an almost imperceptible mauve to an equally delicate pink. Slung on a slender gold chain these grape clusters are the daintiest pieces of *bijouterie* imaginable and absolutely new.

It is the exception, however, to see a great deal of jewellery worn in these days, except when dressed *en grande tenue*. But that which is adopted is proportionately costly and beautiful, the ubiquitous string of pearls, a handsome jade pendant on a slim chain, a bar brooch of gems, and a jewelled wrist watch usually supplying all that is regarded as necessary to complete the toilette of the really well dressed woman. L. M. M.



A TEA FROCK IN JADE GREEN *MAROCAIN*.

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36/-

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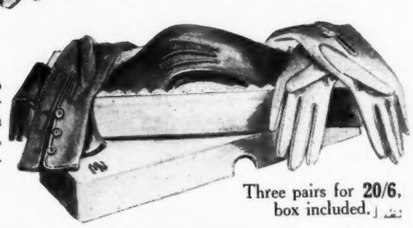
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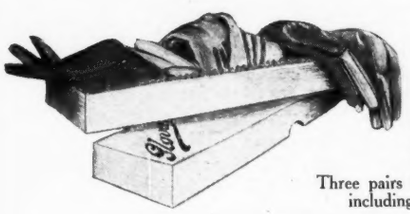
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FROM THE EDITOR'S BOOKSHELF

Alone, by Norman Douglas. (Chapman and Hall, 12s. 6d.)
THE introduction to *Alone* is a thing of such joyous promise that perhaps no book could hope quite to live up to it. It recounts, with the perfection of ironic humour, the author's fruitless efforts to obtain war work, of which the travels in Italy, here recorded, were the result. In this introduction Mr. Douglas exhibits the true qualities of the essayist, those qualities that act as a magnet to readers of whatever political or moral complexion. But in the book itself?—well, we find ourselves swinging at times between attraction and alienation; and this, we think, because the attitude of the author himself proves to be such a variable affair. Moods, of course, are things of which no essayist need fear to have too many; yet the moods, however different, must be recognisable as, at any rate, a possible part of that central conception which we are gradually forming, as we read, of the essayist's character; otherwise we grow bewildered and even suspicious. And what are we to make of an author who (for instance) shows himself at one instant tender, at another callous to suffering?—who admits in one breath his share of the weaknesses of humanity, and in the next adopts the haughty aloofness of the superior person? To write like this is to damage the effect of sincerity in the reader's mind. The fact is, we think, that in this book the author suffers one of those spiritual ills for which the date of his travels—1917—is sufficient explanation. There is more than a hint in his pages that he knows it himself. It is an ill to which distinguished minds alone are liable—the tendency to let spiritual loneliness go too far, "so that" (as Mr. Bertrand Russell put it in a book published during that same dark year) "the wish for union with others dies . . . intellectual detachment leads to contempt." In *Alone* we feel that influence of the war at work—the herd mind driving an independent thinker to flippancy or scorn; sensitiveness taking refuge in hasty dug-outs of cynicism. This psychological factor, however, while it reminds us sadly of one of the less recognised evils of war, is only intermittently prominent; that discriminating public which looks out for Mr. Douglas' work does not need to be told that *Alone* is a brilliant and entertaining book. It abounds in curious knowledge, good stories, evidences of a memory richly stored, a mind widely travelled.

The Story of the Royal Warwickshire Regiment, by C. L. Kingsford. (COUNTRY LIFE Library, 12s. 6d.)
IN terming his book *The Story of the Royal Warwickshire Regiment*, Mr. Kingsford has named it rightly, for this volume is no dry-as-dust compendium of facts and dates, names and places, but possesses the charm and movement of a narrative. And a very interesting narrative it is. That it supplies a want is apparent when we consider that during the late war the Royal Warwickshire Regiment was increased by a total of nearly thirty battalions, while the total number of men who joined the corps (exclusive of transfers from other corps), up to November 11th, 1918, was 47,000. The men who have served in any of these battalions will be anxious to know something of the history and traditions of the regiment whose foster children they became during the most momentous period of their lives. From this book they can learn all there is to know of the regiment, from its formation in Holland as the Sixth Foot during the latter end of the seventeenth century, to the time when they became members of its establishment and sharers of its glory. A pleasing feature of the book is the frequent mention the author makes of the Service and Territorial Battalions, showing how well they played their part in upholding the fame and honour of their regiment. Even individual companies are named, so that many a man on reading these pages will be able to identify himself with actions in which he took part, and, pointing a finger, say to his children: "I was there." Mr. Kingsford has much that is interesting to say of Army changes and innovations, but all that he says is relevant to his story, as affecting the regiment of which he writes. For instance, he points out that the year 1782 was a memorable date, as in that year, to help recruiting, the beginning of a territorial system was introduced, all regiments receiving a county designation. He rather unkindly, however, omits to tell us who the Commanding Officer of the Sixth Foot was at that time, or why that officer desired that the regiment should be attached to the county of Warwick. The author goes on to say that, notwithstanding the connection of the Sixth with Warwickshire, from 1810 onwards, recruits were obtained chiefly in the North of England and in Ireland, but this is a little misleading, as Birmingham and the surrounding towns of the Black Country are the chief sources from which the Royal Warwickshire Regiment is now recruited, and it says much for the Army as a moral factor, that under its discipline, the offspring of the slums—the hooligan and peaky-blinder—have not only become decent and law-abiding citizens, but have shown themselves possessed of the stuff of which heroes are made. Many well known names adorn the pages, and a gleam of romance is lent by a brief notice of that gallant soldier, who, joining the Lost Legion, retrieved his name, and re-established his honour. After a perusal of this book, one cannot help but subscribe to the truth of the saying, that the old county regiments are the backbone of the British Army. And among these the Royal Warwickshire Regiment holds a record second to none with its world-wide scroll of battle honours. Mr. Kingsford has done his work well, and the thanks of all past and present members of the "Saucy Sixth" are due to him for this book.

BOOKS WORTH READING

Chinese Mettle, by E. G. Kemp. (Hodder and Stoughton, 12s. 6d.)
The Study of American History, by Viscount Bryce. (Cambridge University Press, 3s. 6d.)
Pillars of the State, by Herbert Sidebotham. (Nisbet, 12s. 6d.)
The Private Character of Queen Elizabeth, by Frederick Chamberlin. (John Lane, 18s.)
Furnishing the House, by R. Randal Phillips and Ellen Woolrich. (COUNTRY LIFE Library, 10s. 6d.)

VERSE.

The Veil and other Poems, by Walter de la Mare. (Constable, 6s.)
A Book of Women's Verse, edited by J. C. Squire. (Humphrey Milford, 7s. 6d.)

WHERE HELP IS NEEDED

A CHRISTMAS APPEAL

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THE WHOLE ART OF CHRISTMAS SHOPPING

THE ART OF CHOOSING WELL.

FAR more important than the value of a gift is the thought with which it is chosen. The woman who orders a dozen of something or other for a dozen friends has missed the whole real point of present giving. To choose a present with absolute suitability to the individuality of the recipient requires time and patience, but the time may be reduced and the patience saved if the choice is made at some such shop as that of Messrs. Story and Co., Limited, of Kensington High Street, W. Here presents in charming variety are displayed, and a few of them are illustrated on this page. The comfort of the customer is made a first consideration.



A SELECTION OF GIFTS AT MESSRS. STORY'S.

AN INVENTION WITH A FUTURE.

The pocket electric torch is one of those inventions which, once they have arrived, make us wonder how we ever managed to get along without them, and now that the Leverlite Lamp is procurable people will soon be wondering why they were so delighted with the ordinary electric torch. It is an invention which has surely come to stay, because in the first place it is inexhaustible. It is fitted with a six-pole magneto generator combined with an ingenious system of gears, and when a small lever is pressed the dynamo generator revolves at about 2,000 revolutions per minute, the power being thus generated as fast as it is consumed. No refills or replacements are, therefore, required, other than an occasional new bulb. The Leverlite was the invention of a Frenchman—M. Liczy—and has undoubtedly a great future. It is made and sold by Leverlite Lamps of 23, Old Bond Street, W.

AT MESSRS. MAPPIN AND WEBB'S.

Christmas and New Year gifts are among the earliest commemorative customs in the world. By the Romans these anniversaries were celebrated under the title of Saturnalia, when feasting and merry-making of every description took place, all business being for the time entirely suspended; the houses were decorated with laurels and evergreens and presents of every kind were freely interchanged between parents, their children and friends. Both Suetonius and Tacitus allude to the custom of gift-making at this period, while the Emperor Claudius, 48 A.D., went so far as to forbid the request for any presents to be made except on New Year's Day. The Saxons continued the Roman license of the Saturnalia, accompanied by the introduction of the Yule Log at Christmas and the presentation of gifts at the New Year, but according to Matthew Paris, an historian of the thirteenth century—it was reserved for Henry III, son of our avaricious Angevin, King John—to absolutely extort valuable New Year gifts from his subjects and the custom continued in royal circles, with more politeness and less pressure, until the reigns of Henry VIII and Elizabeth, the fashion being assiduously copied at these festive times in a minor manner by their subjects. By this date the grab-all policy of the reigning monarch must have become somewhat softened, for it is stated in Nichols' "Progresses of Queen Elizabeth," that in return for New Year's Day gifts, she always presented such of her nobility and courtiers as were donors, with silver and silver-gilt plate. Thus in 1577–78, she gave to the value of 5,882 ozs., in every instance the cost being calculated by this shrewd Queen at always less than the individual subject's gift. This farce continued through the reigns of James and Charles I, until Cromwell abolished the practice and, in consequence, the popular observance of the anniversary changed from January 1 to Christmas Day in this country. Had the establishment of Messrs. Mappin and Webb existed in those days, what opportunities would have been offered to needy courtiers of inexpensive and attractive Christmas and New Year gifts, for the different processes by which silver ornaments and plate are manufactured now enable the silversmith to produce works of art and bibelots at a price that would have astonished the public of Elizabethan times. To-day Messrs. Mappin and Webb have an assortment of articles, jewels, silver plate and ornamental objects suitable for every requirement for Christmas and New Year gifts that range from a pure gold cup, an exact copy of a perfect Charles I specimen, to the humble silver ash tray or simple box, all of excellent design and most inexpensive in cost, and at this great establishment can also be seen, every conceivable variety of table plate, and countless fine reproductions of Anne and Georgian silver and so the Christmas buyer will indeed be hard to please if he does not find something that will not only delight his taste but agreeably surprise him in the cost.

GIFTS FOR THE MOTORIST.

At first sight it may not be very easy to think of a gift for the motorist, but Messrs. S. Smith and Sons (M.A.), Limited (179–185, Great Portland Street, London, W.1), issue a leaflet of suggestions for Christmas gifts for motorists which offers a most simple solution of the problem. To begin with, there are mascots—a hare, a kangaroo, a fox, a greyhound and an Aberdeen terrier, "Old Bill," or the saucy-looking "Robert" mascot whose policeman's helmet can be adjusted to any desired position. These mascots range in price from about 2 guineas upwards, "Old Bill" being made at 16s. 6d. for light cars and motor cycles. Motor vases at a guinea each are an attractive proposition, and among more expensive gifts are canteens for ladies or gentlemen: and those most useful articles—motor watches and clocks—must, of course, be mentioned. Then, among more practical presents come such useful contrivances as the Radamex Plug Tester, the "Euk" Easy Starter and many more.

FOR THE BUSY SHOPPER.

The time during which Christmas presents may be purchased if they are to reach their recipients on the day of Peace and Goodwill is rapidly growing shorter and shorter. Anyone who has many gifts still to purchase can scarcely do a wiser thing than go with all speed to 182, Regent Street, W., where Messrs. Boots have a capital Bazaar in full swing. Underneath their roof are presents for everybody, whatever their tastes. Children, of course, come first when one thinks of Christmas presents, and here it must be mentioned that not a single German toy has found its way into Messrs. Boots' Christmas Bazaar, where, among a crowd of delightful toys of every sort, pride of place belongs to the excellent series of London-made indiarubber toys priced at from 2s. 6d. upwards. There are kangaroos, tortoises, monkeys, goldfish, a seal and, best of all, a delightful terrier on a lead which follows his owner along a polished floor in a most deliciously comical manner, a kind of Chauve-Souris version of all that a fox-terrier ought to be. Then there is a most ideal doll which very obligingly discards its interior and takes in its place a hot-water bottle, so that the little person who refuses to keep cosy with a hot-water bottle may be beguiled into nursing a doll which has one more quality of the human baby than dolls have ever before possessed—that of warmth. In the Book Department the selection is extraordinarily wide, work-boxes at 10s. 6d. are most comfortable possessions, and real leather attaché cases at 18s. 6d. are bargains which the prices of recent years make positively startling. Cameras, perfumes, manicure sets, the smartest of umbrellas and a very fine display of silver and silver-plated articles are among good suggestions for Christmas presents, as are delightful feathery bags, which are also fans.

PRESENTS FOR NURSERY FOLK.

Once again Messrs. Dean head the list of Christmas present makers for the nursery folks with their rag books and rag dolls. In the former the work of such artists as John Hassall, Cecil Aldin, Stanley Berkeley and Hilda Cowham is reproduced in fast, washable, non-poisonous colours on strong cotton cloth, making ideal presents for the youngest of children and ones which year by year are among the best appreciated. The "Doll with the Disc," the latest development of the patent true-to-life rag dolls, has a head that moves in a socket and jointed hands, arms and legs. "Jumbo" and "Jacko" and the three Bedtime Bunnies are outstanding personalities among the rag toys. Dean's dolls this year form an extraordinarily fascinating company.

A PRESENT OF WINE.

In the eyes of many people a present of wine has a peculiar charm, but the donor must use great discrimination in choosing the gift, while its due appreciation also calls for some discrimination in the one to whom it is given. The "Golden Guinea" French Sparkling Muscatel is a wine which may be safely offered and which everyone will appreciate. A dry wine with fine flavour, it is made after the manner of the best vintage champagnes and not artificially aerated. Four large bottles in a wicker basket cost 55s., and four half-bottles 31s. The sole agents are Golden Guinea, 27, Mincing Lane, E.C.3. Connoisseurs have given the hall-mark of their approval to "Golden Guinea" Muscatel.

AN ORIGINAL CHRISTMAS GIFT.

A really original Christmas present and one likely to recall the giver very pleasantly time after time to the memory of the recipient is the Mills' sportman's seat, the sole makers of which are Messrs. Mills Munitions Limited, Bridge Street West, Birmingham. All sportsman and particularly all elderly or delicate people whose interests take them out of doors find the Mills' stick, with its handle so pleasant to grip, expanding into a comfortable seat while a neat disc and screw-nut prevents it from sinking into the earth, a real comfort and a perpetual guard against fatigue. There is a wide variety of different models, from the luxurious Double Suspension "Regal" seat, at 50s. to the smart "Tourist" model at only 30s., to be obtained from all stores, gun-smiths, sports outfitters, umbrella and stick manufacturers. There is a fine opportunity which the friends of shooting and golfing enthusiasts and frequenters of coursing, race and aviation meetings should be quick to seize.



THE "REGAL" DOUBLE SUSPENSION SEAT.

ANTHRACITE STOVES.

Referring to a recent article in COUNTRY LIFE, December 3rd, on Anthracite Stoves, Mr. E. I. B. Clarke writes: "I have had sixteen or seventeen years' experience with "Esse" stoves, and the running cost is slightly below the figure you give, namely, eightpence per twenty-four hours; but I have never found it necessary to open the air inlet in the morning to the fullest extent, as you say, nor do I have any unpleasant feeling such as you describe. I attribute the reason to the fact that I never let my stove get overheated: I find that overheating causes a waste of fuel. There is ample ventilation by means of the "Esse" patent valve on the back of the stove, which also prevents the stove overheating with a high wind."

SHOOTING NOTES

By Max Baker.

WILD DUCK SANCTUARIES.

At the impressive time of day when light merges into darkness, producing a sense of gloom greater than that of midnight, ducks are in the habit of leaving their day retreats to fly to their feeding grounds. Some while back at just such a moment I stood near the margin of the Orwell Park duck decoy. The hundred or so of mallard, teal, wigeon, shovellers and pintails which had spent the day lazing around the banks or paddling in the water rose in small parties, some going one way, some another, until all had departed. Where they went can only be inferred from indirect and piecemeal evidence. Those which are caught on the pond and are later prepared for use at the house reveal by their crop contents how they have spent the night. Corn from the stubbles, sweet chestnuts and tree fruit of all kinds show that they largely frequent the land, while vegetation from the water's edge proves that they avoid a wholly dry diet. As the season progresses these plentiful stores of food grow scarce, so that recourse is had more largely to the borders of streams and tidal margins. Every reservoir contains its daytime population of ducks, and they all follow the same routine. Decoy pond experience has shown that large sheets of water are by no means a necessity; in fact, that secluded ponds an acre in extent are, perhaps, better, for when appropriately guarded they attract ducks in hundreds and thousands, according to season. No more entrancing hobby can be imagined than the maintenance of such places. Freedom from interference, as provided by fox-proof fencing, is all that is required; while a spy-place in the form of an arbour, of which Mr. Prettyman's, at Orwell Park, would be the model, supplies the means for inspection and the taking of photographs. If sport also were desired it could be obtained without infringing the sanctity of the pond; for in their progress to the feeding grounds ducks follow definite lines of flight, and on one of these, selected according to wind direction and light, the gunner would take his stand. The fact of having ducks in a neighbourhood also scatters them around. The lure of such a pond would be increased, and a remedy for summer desertion be provided by installing a few call ducks, while important at other seasons is the breaking of ice after the wild population has gone on its night rambles. There will be many who remember the severe winter of 1891 and will recall that the ducks on the Serpentine themselves kept one little space unfrozen between the island and the adjoining margin. That was the year when seagulls first invaded London.

A BEAKLESS PHEASANT.

Mr. O. J. Wilkinson has forwarded the accompanying photograph of what he describes as a beakless pheasant. As these cases are very rare I take the liberty of quoting some observations made by that great authority, the late Mr. W. B. Tegetmeier, in his book entitled "Pheasants" (Horace Cox). He said: "The following vignette shows the extraordinary manner in which wounded and malformed pheasants adapt themselves to new conditions of life. It represents most accurately the head of a ring-necked pheasant that was killed by Mr. Godwin on Lord Torrington's estate. The bird was in very fair condition, weighing 2lb. 5oz., and had thirty-three beech nuts in its crop. Both mandibles had been cut off in front of the nostrils, most probably by a strong steel trap; the tongue, however, had escaped, and protruded from the mouth. It is difficult to imagine that the bird had the power of taking up small grains, and it is not surprising that it fed mainly on beech nuts, which it could readily take into its mouth."



ABNORMAL OR THE RESULT OF AN ACCIDENT.

A WILDFOWLING TROPHY.

Mr. M. N. Ritchie of Edinburgh writes: "I am sending a photograph of a pink-footed goose, hoping that you may consider it fit for publication. The goose photographed was shot on the shores of the Firth of Forth and was killed flying high overhead by one single shot, which happened to penetrate close to the base of the bill—no other mark was found on it. This bird weighed 6½lb. and was most excellent eating. These geese are very suspicious and wary and may be seen in great numbers on parts of the coast where the tide runs far out, leaving large areas of sand exposed. While on these sand bars it is impossible to approach within shot in daylight; but at dusk, and again in the very early morning, one occasionally gets a shot at them flying to and from the fields where they feed. During the winter the pink-footed geese may quite frequently be seen and heard passing in skeins over Edinburgh, probably going to the Solway or returning from there to their haunts on the shores of the Forth."



A PINK-FOOTED GOOSE.

LUBRICATING CLAY BIRD PRACTICE.

The Nobel Company is taking up the problem of facilitating clay bird practice by those desirous of improving their skill in shooting. Club competition on standardised lines belongs to an entirely separate classification, for it is a self-contained and highly specialised branch of work with the gun. One cannot too often emphasise their distinction. The more varied sort of shooting at clay birds, which may be called game practice, is carried on with the same apparatus or with modifications of it. The obstacles to its increase are all physical. To remedy some of them the Nobel Company has arranged, through the Gunmakers' Association, to supply one clay bird trap and a thousand each of cartridges and clay birds at a total cost of £16. The effort is hardly likely to stop at this stage. In the first place, clay birds should be made as easy of purchase as cartridges, so that the necessary hundreds for a contemplated practice could be obtained from the nearest town. With improvements in hand-flingers, such as appear likely to be forthcoming at an early date, the simplest outfit might be reduced in cost to a sovereign, the trap remaining available for those desirous of setting up a more permanent installation. Cartridge supplies are hardly in need of any special organisation, for nearly everybody has odd lots over from ordinary shooting which would be used up before buying more. Last week I made a trial of a very promising compromise between the hand-flinger and the regular trap. More is likely to be heard of it in the future. It is as portable as a shooting seat, needs no skill in use and is dropped into an easily fixed socket such as might be attached in as many places as offer diverse conditions. The reward to the manufacturer for facilitating a form of practice, needed by many and enjoyable for all, would be so great as to stimulate all requisite effort. What seems to be needed at the moment is a pioneer among shooting men who will demonstrate this means of supplying sport with the gun independent of the presence of game. The costly processes of preservation are largely occasioned by the love of shooting, yet a parallel, if not a comparable, result can be obtained with clay birds on a hundredth the space and at a fortieth the cost.

THE ESTATE MARKET

THE SEASON OF RETROSPECT

THE first of the customary "reviews of the year" have been received. Some of the firms offer observations on the general economic position, covering ground which has already been gone over in these columns. We referred last week to labour troubles and certain other obstacles to business in the course of the closing year.

In one respect real estate has suffered severely, the enormous waste incident to war, and the tremendous growth of Government and other departments, along with the persistence of the war-time habit of lavish expenditure, having carried taxation and local burdens to unprecedented heights.

The Chancellor of the Exchequer is fully acquainted with the seriousness of the question, and sympathetic, but whether in the coming year he will be in a position to take any steps to relieve taxpayers remains to be seen. Beyond doubt the whole subject of local and Imperial taxation needs a new and exhaustive examination by practical men who know what is requisite if real property is to be equitably assessed.

Messrs. Knight, Frank and Rutley rightly regard as a corrective of the views which have recently found expression in certain quarters (not, we may say, in these columns), suggesting an unduly depressed condition of the land market, the fact that during the present year 155,500 acres have been sold by the firm.

Among the estates disposed of by them are (first list):—Lord Grantley's Red Rice estate, Andover, 3,444 acres; Lord Braybrook's Billingbear estate (part of), in Berks, 660 acres; Newton House, Yorkshire, 1,180 acres; Hallaton Manor estate, Market Harborough (part of), 942 acres; Lord Hothfield's Rainham estate, Kent, 444 acres; the late Marquess Conyngham's Bifrons estate (part of), Canterbury, 1,578 acres; Llanerch Park, Denbigh (part of), 742 acres; Swyncombe estate (part of), Oxfordshire, over 1,000 acres; Closeburn Castle and portion of the estate, Dumfriesshire, 7,317 acres; Sutton and Malgraves estate, Laindon, 606 acres; Lord Gerard's Eastwell Park estate, Ashford, about 4,000 acres; Busbridge Hall, Godalming, 792 acres; Mr. W. Ewing Gilmour's Gobernuisgach Forest, Sutherland, 13,510 acres, and Burra Islands, 3,300 acres; and Corriemulzie deer forest, Ross-shire, 11,800 acres; Bodelwyddan estate (part of), Denbigh, 569 acres; Sir Richard H. Williams-Bulkeley's Baron Hill estate, (part of), Anglesey, 583 acres; Sir Charles Knightley's Fawsley estate, Northampton, 1,688 acres; Chartwell estate (part of), Westerham, 667 acres; Ystym Colwyn estate (part of), Montgomeryshire, 988 acres; a portion of Mrs. Murray Dunlop's Corsock estate, Dumfriesshire, 7,968 acres; Mr. W. McL. Garnett Botfield's Bishop's Castle estate (part of), Shropshire, 560 acres; the late Mr. Marlborough R. Pryor's Weston Park estate, between Stevenage and Hitchin (part of), 854 acres; Pelyn estate, Cornwall, 450 acres; Warish Hall estate, near Bishop's Stortford, 1,775 acres; Buckland-tout-Saints estate, Devon, 1,965 acres; Mr. John Lockley Whitgreaves' Moseley and Colton estates, Staffs. and Derby, 1,000 acres.

DISPOSAL OF PISHIOBURY.

THE sale of Pishiobury, now announced by Messrs. Alfred Savill and Sons, has been effected on the instructions of Mr. Guy Charrington. The Georgian mansion and park of nearly 250 acres at Sawbridgeworth came into the market in the early autumn, a preliminary note of the intended sale appearing in COUNTRY LIFE on August 6th. Pishiobury is a three-storeyed, square, brick mansion with slated roof, an embattled parapet and a central courtyard which is now covered in.

The mansion dates from the sixteenth century, a liberal use having been made of the material of the older residence by James Wyatt, who practically rebuilt it in 1782 after a fire. The hall has sixteenth century oak panelling, and there is in the dining-room oak panelling which formerly lined the servants' hall. The Stuart Royal insignia and date 1635 embellish the iron back of the dining-room fireplace. Marble discs are inlaid in the stonework of the same fireplace. The carved oak overmantel with three round-headed panels flanked by pillars supporting a frieze and cornice are of the approximate period of 1630. The servants' hall still has its points of beauty, notably a dado of sixteenth century panelling with stop mouldings and a sixteenth century fireplace with a frieze over the arch adorned with carvings of grotesque animals and foliage of conventional design. In the lovely old grounds is some well preserved stonework of the original house.

Sales and purchases effected through Messrs. Alfred Savill and Sons this year have amounted to 1¾ millions sterling. Among their chief sales have been Eastwick Park estate, Bookham, Surrey; Pishiobury Park, Herts; Chigwell Hall, Essex; Brook House, Chigwell; Bridge House, Weybridge (announced a week ago in COUNTRY LIFE); Ingon Grange, Warwickshire; and two large properties in Cardiff and the East End of London. Messrs. Alfred Savill and Sons purchased the Stoke Charity estate, Hants; sites in the City of London and Long Acre; and extensive manufacturing premises with a very large acreage in the Thames Marshes.

TOWN AND COUNTRY HOUSES.

A NEW auction room in St. James's Square was opened early this year by Messrs. Hampton and Sons, who express the opinion that "Steadiness has been the keynote in connection with transactions in country properties of a purely residential type, and a good demand has resulted in an amount of business which, without reaching the conditions prevailing two years ago, has, on the whole, been satisfactory. In the counties round London, in response to the unfailing demand for country homes by City men, transactions have been numerous, while further afield in the districts affording a wider enjoyment of country life there has been every indication that people of moderate means are being freely attracted by an agent's offer of 'shooting, hunting and golf.' There is no doubt at all that the close of the year has brought with it indications of improved prospects. In regard to property quite close to town, the unique attractions of Wimbledon have rendered that favourite district almost immune from the effects of the passing depression, and the demand for places in that area remains as lively as ever."

Dealing with town houses and flats, Messrs. Hampton and Sons say: "During the year under review the outstanding feature has been the maintenance of the demand for flats, doubtless owing to flats, whether with or without service, being the most economical and convenient form of town residence. Most of those that have come into the market, enjoying a good situation, if held at a reasonable rental, have commanded very substantial premiums, and the quest for the super-flat with three reception rooms and eight or ten bedrooms, especially if the rooms are really spacious, is still ahead of the supply.

"There has been throughout the year a keen demand for the smaller and the medium-sized house, but the larger type, especially those that used in bygone days to be described as a town 'mansion,' have presented greater difficulty. Many situate in or east of Park Lane and Grosvenor Place, where the restrictive covenants permit, have been secured for club and business premises. There is no doubt that as business premises tend to push westward, so clubs tend towards the same direction. If a licence could be obtained many a large unwieldy house would be converted and so become income producing, instead of standing empty and becoming more and more dilapidated.

"While sales have not been so numerous as during the two previous years, prices of those properties that have found purchasers have generally been satisfactory to the vendor. The demand for renting is still very pronounced, but comparatively few houses come into the market as available for letting. 'Country-style' houses, adjacent to Regent's Park, on the high ground at Hampstead, on Campden Hill and in old Kensington are, like the houses in St. James's, Westminster and Chelsea, still much sought after."

HASCOMBE COURT AND SHERNFOLD.

HASCOMBE COURT has been sold by Messrs. Collins and Collins as a direct result of their recent auction, when the reserve placed upon the property was £20,000. Hascombe Court is a fine example of half-timber and herringbone work. It was built of old materials, a replica of a Late Tudor manor house, situated on the summit of a hill and commanding fine views. The gardens and grounds are one of the features of the place, with the herbaceous borders, rock gardens and a variety of flowering shrubs a mass of bloom nearly all the year round. Extensive woodlands, stabling, garage, a pair of cottages, and about 35 acres are included in the sale.

At the sale of the outlying portions of the estate belonging to the late Mr. B. Neugass, Shernfold Park, Sussex, in the parishes of Rotherfield, Burwash and Wadhurst, which Messrs. Collins and Collins held in conjunction with Mr. Charles Parris, practically all the lots found buyers at satisfactory prices. The chief lots dealt with were Yew Tree Farm, 119 acres, £4,100; Pugshole Farm, 111 acres, £1,640; 13¼ acres adjoining, £550; accommodation land, 5¾ acres, £260; Manor Cottage and 1 acre, £800; and a pair of cottages, £300. The total was close on £8,000. The few remaining lots are being treated for privately.

KEYTHORPE GRANGE SOLD.

FOLLOWERS of the Fernie, Cottesmore and Quorn know Keythorpe Grange, formerly the residence of the late Lord Berners. The fine old house and the pedigree stock-breeding farm, have just been sold, on behalf of Mr. W. B. Whigham, by Messrs. Warner, Sheppard and Wade.

Mr. Horace W. Heron has sold by private treaty, in conjunction with Messrs. Ralph Pay and Taylor, the detached freehold, known as The Dower House, Gerrard's Cross. Highlands, Sarisbury, near the Solent, a country residence in well timbered grounds of 30 acres, has been privately disposed of by Messrs. Harding and Harding. Messrs. Bruton, Knowles and Co., have sold Cartref, Woolastone, near Chepstow, a residential property of about 3 acres.

Country sales by Messrs. Constable and Maude include the sporting estate on the Wiltshire and Gloucestershire borders known as Marston Hill, Fairford, withdrawn from their auction a short time ago. The residence is a modern one of Tudor style, and, with the home farm, extends to nearly 300 acres. They have also disposed of the Mill House, Painswick, an old Cotswold residence with 4 acres; a house on Wimbledon Common, known as Greenroofs: and a cottage and 12 acres near Ockley.

SALE OF BRANDON PARK.

BRANDON PARK, in the market for about two years, a sporting and agricultural property on the borders of Norfolk and Suffolk, has been dealt with in sections by Messrs. Lacy Scott and Sons, for a total of £24,000. On two occasions the estate of 2,610 acres was offered as a whole, but on neither was the bidding sufficiently high. During the war Sir John Aird sold the place in its entirety to the vendors. Practically all the farms had been disposed of before the auction, for an aggregate of about £14,000, leaving the mansion and 895 acres to come under the hammer. Mr. William Holzapfel secured Brandon Park and 839 acres for £8,000. The house, which dates from about 1770, is a fine old brick-built place, with plaster exterior and ample accommodation. It has been well kept up, and with it go a range of buildings, lodges and eight cottages. The gardens contain a great quantity of beautiful trees and shrubs, wide-spreading lawns, tennis courts and a small lake. Most of the land attached consists of woodland and rough pasture. Various fixtures, such as the pumping and electric light plants have to be taken by valuation by the buyer. A few lots left at the auction have now been sold, the principal being The Cottage, originally erected for occupation by the agent of the estate. This residence has been purchased by Brigadier-General G. W. Biddulph.

The Woodford estate, near Bramhall, and four or five miles from Stockport, nine from Macclesfield, and twelve from Manchester, is to be submitted at Stockport on January 20th, by Messrs. Parsons, Clark and Bodin. There are a dozen dairy farms and twenty-six small holdings in the 1,200 acres, and Deanswater House and 9 acres, are also to be sold. There will be about fifty lots in the particulars, which are now being got ready.

ARBITER.

A LADY OF QUEEN ELIZABETH'S COURT

JEWELS AND ENGRAVINGS.

THE pictures and furniture from the Elizabethan mansion of Woodsome Hall, Yorkshire, the property of the Earl of Dartmouth, will be dispersed by Messrs. Puttick and Simpson on January 18th, 1922. This beautiful old house, with its furniture, including its "luck" (a seventeenth century silver-mounted horn—the failure to sound it on certain occasions meant calamity), will be dealt with on a future occasion in another column; but we illustrate one of the portraits that graced its walls while they were yet in their pristine condition. It is entitled "Portrait of the Countess of Nottingham, by Zucchero," probably that of the first Countess, Catherine Carey, first wife of Charles Howard, Earl of Effingham and first Earl of Nottingham, Lord Admiral and victor of the Armada. She was the daughter of Henry Carey, Lord Hunsdon, and died in 1603. Between this portrait and one of her by Martin Gheeraerts (a magnificent piece of all-pervading ornament, formerly belonging to Lord Willoughby de Broke) there is a strong facial resemblance, but here she is older and the ornament is limited to the jewels in the hair, the magnificent ruff, the lace cuffs, the rope of pearls and bracelets—a simple lady in her country home. It is said that the Earl of Essex, that generous but passionate and indiscreet favourite of Queen Elizabeth, having, by the fiasco of his military expedition to Ireland and the fantastic generosity



PORTRAIT OF THE COUNTESS OF NOTTINGHAM, BY ZUCCHERO.

of the terms of peace he accorded to the Irish, lost favour, and by his rebellion incurred the death penalty, confided a token or talisman to this Countess of Nottingham to convey to the Queen before his execution. This she failed to do, and for that, according to the story, Queen Elizabeth shook her on her deathbed, declaring that God might forgive her, but she never would!

Very good prices were obtained at Messrs. Christie's on the 13th inst. In the jewel sale, a brilliant collet necklace composed of thirty-nine graduated stones, with single brilliant snap, the property of the Earl of Galloway, realised £2,415 (Drayson); a brilliant necklet, composed of five large brilliants divided by smaller stones and brilliant drops, with a collet band of pastes at the back, and single brilliant snap, £924 (Flint); a pearl necklace, composed of eighty-one well matched and graduated pearls of fine orient, with circular ruby and brilliant snap, £1,942 10s. (Perssé); and a brilliant half-hoop bracelet composed of nine graduated stones, with diamond points, £672 (Fletcher). At their sale of furniture, porcelain and objects of art the same day, £769 13s. was obtained for an old Worcester dessert service painted with subjects from Æsop's Fables, animals and pastoral scenes in panels in the centres, surrounded by narrow turquoise bands and the borders painted with groups of fruit, bows and arrows and flying birds, in dark blue edges, gilt, with foliage and trelliswork, consisting of thirty-eight pieces; while a Deruta dish, painted with the portrait of a lady in the centre in blue and lustred brown, with panels of scale pattern, foliage and fluting in similar colours round the border, realised £189 (Seligmann); a Hispano-Moresque dish, painted with a shield charged with a lion in the centre on a background of foliage, with radiating bands round the border in copper lustre and two circular blue bands, measuring 18ins. in diameter, brought £168 (Permain); and an Urbino dish, painted with Æsacus throwing himself into the sea on realising that Hesperia was dead, and with a shield with the Negroli arms on the border, by Fra Xanto, inscribed at the back and dated 1532, was sold at £110 5s.

A two days' sale of engravings and drawings was held at Messrs. Sotheby's on December 20th and 21st, which proved a fascinating hunting ground for collectors of every rank. There were scrapbooks containing old tickets for theatres, coronations, funerals and historical events; engravings by old masters, coloured aquatints, sporting and fancy subjects, and Bartolozzi prints. Here, too, was an extensive series of the publications of the Arundel Society. An important feature were the landscapes by D. Lucas after Constable, in various states—that of "Hampstead Heath" was an early engraver's trial proof (before the donkey, the rainbow, the water to the left and St. Paul's); while the "Salisbury" was an engraver's trial proof (before the rainbow). "Spring," however, was a fine proof in the finished state. Of early masters there were examples of Dürer, Holbein and Rembrandt, including "The three Trees" by the last named. Some of the finest prints were "La Laitière," by Le Vasseur, after J. B. Greuze (before the dedication); "Stage Coach (Brighton and London)," by Dubourg, after J. Pollard; "Pheasant shooting," "Woodcock shooting," "Refreshing" and "Going home," a set of four aquatints in colour, by T. Sutherland, after H. Alken; and "The Battle of the Nile," a pair in colours by R. Pollard, after N. Pocock. John Paul Jones, that interesting figure in the maritime history of England and America, was the subject of a print by an unknown engraver. There was a fine series of mezzotint portraits, a few drawings in water colours by Rowlandson, with many coloured sporting and fancy subject prints in the sale. At their sale of arms and armour on the 7th inst. the "Maximilian" suit of armour, described and illustrated in COUNTRY LIFE, December 3rd, was sold for £2,850 (Duveen).[1]

On December 14th, Messrs. Robinson, Fisher and Harding sold antique and modern furniture, including a fine Charles I walnut cabinet with panelled doors enclosing fitted drawers on a stand with spirally turned legs and stretchers; four Louis XV fauteuils covered with Aubusson tapestry in panels of boys, girls and flowers; a Chinese carved wood horn with figures in a boat and foliage, mounted in chased silver; a Japanese ivory figure of a fisherman with basket containing a cormorant; a Sèvres *tête-à-tête* service, *bleu de roi* and jewelled, painted with Boucher subjects, trophies and flowers—from the Baron Hirsch collection; a Derby dinner service with scroll decorations; a Spode tea and coffee service in maroon and gilt borders, the centres painted with landscapes and buildings; and a seventeenth century Flemish tapestry woven with Flora receiving a basket of flowers from a winged attendant in the sky, with trees in the background and a border of flowers and foliage—9ft. by 9ft. 6ins. On the 14th they disposed of English silver and jewellery, which included a diamond suite of brooch, pendant and two earrings of turquoises surrounded by fifty-eight fine brilliants, a present from the Emperor Alexander III of Russia to the late Princess Bariatinsky's father and sold by order of her executors, as was also a floral diamond pendant with eight brilliants and pear-shaped pearl drop with its platinum chain; and a scroll-pattern ruby and brilliant necklace with central daisy pattern ornament and seven pear-shaped drops.

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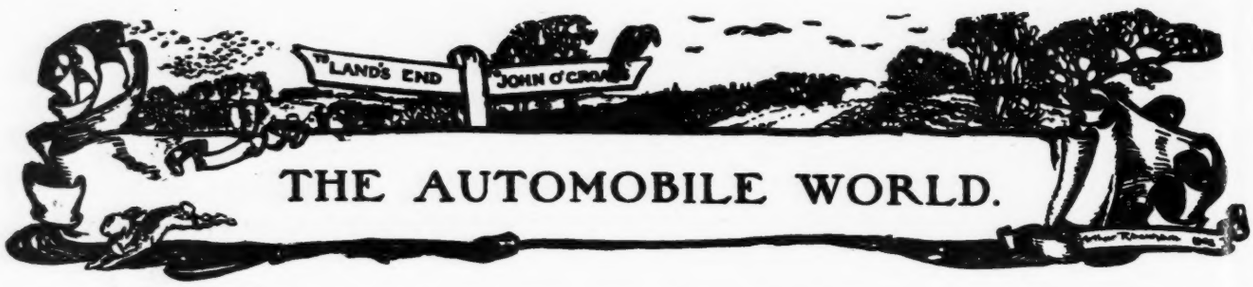
O 1019. A finely figured Walnut Bureau of the Queen Anne period (as illustrated), 3ft. 3in. wide. The interior is fitted small drawers and pigeon holes... ... ... £45 0 0

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THE AUTOMOBILE WORLD.

A REVOLUTION IN CAR ENGINE DESIGN?

WHENEVER a highly unconventional power unit is introduced, and practically every year sees at least one, there is a strong temptation to describe the innovation as marking a revolution in engine design. There have been many such temptations since the war, but it is significant that all the novelties have failed to exercise progressive and considerable influence on engine design, and the majority of cars for 1922 have engines that in essentials are the same as those that they had in 1912. Thus promises have not fructified, and important advances have been made without involving radical departures in principles of construction.

At the first post-war motor show there were two cars that illustrated particularly well the point I have in mind. Each had an air-cooled engine with the cylinders arranged radially around the crank-case on the lines of the radial aero engine that had done such good work in the war. Many experienced critics thought that the radial air-cooled engine would be the power unit of the car of the future. Many equally experienced critics thought that difficulties would develop that would prevent its extensive adoption. Although many keen admirers of the type of engine were to be found, the engine as a type has failed in its application to cars, not through any weakness in performance or inherent fault in design, but largely because constructional difficulties arose in its application to a car chassis. And so here one promised revolution went agley. But air cooling, while not new, is commercially a post-war development, for it has made enormous strides, and now no prejudice exists against it in the minds of those who know anything of the capabilities of the modern air-cooled engine.

Water cooling is still the commonest method of keeping internal combustion engines down to a satisfactory working temperature, but there are several aspects of water cooling that are being appreciated by the more intelligent designers and are being suspected by the public in general, and which, it does not seem too fantastic to say, may ultimately lead to the total extinction of the water-cooled car. Within certain very wide limits the hotter a car engine runs the better; the limit is reached when the temperature becomes so high that the cooling system breaks down or when metallic working parts begin to "warp." If the cooling system fails, the lubrication will follow suit, parts in frictional contact will seize, bearings will run, and the engine will, in short, fall to pieces. If warping takes place, pistons and cylinders will loose their theoretically circular cross-sections, valves will stretch, and the power output of an engine will fall off by as much as 70 or 80 per cent.

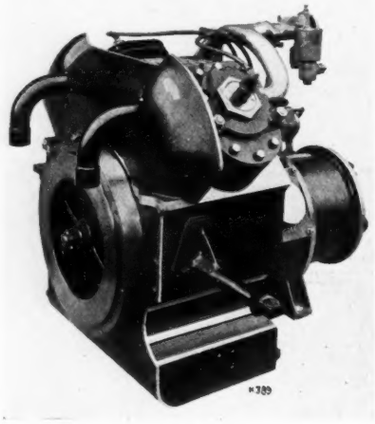
THE WHY AND WHEREFORE OF LUBRICATION.

It is not by accident that I put down the failure of the lubrication system as the first evil following from a too high temperature, and this leads to some rather interesting facts which have only been discovered, or at least only been realised in their true practical significance, within the last few months. The water of a water-cooled engine actually only accounts for about 25 per cent. of the cooling, and of a hundred heat units that have to be dissipated from a water-cooled engine twenty-five are taken away by the cooling water, about forty are carried away by the lubricating oil and are radiated from the crank-case, and the remainder escape through the exhaust. Just as an aside I may mention the well known fact that of the total amount of heat or power units contained in the fuel only 25 per cent. are passed to the crank-shaft as useful work in the average engine. Seventy-five per cent. are wasted, and it is this 75 per cent. which I have described as the hundred units that have to be dissipated. Now let us consider what this leads to.

The average engine has a very considerable proportion of its total weight accounted for by the presence of a radiator, water jackets round the cylinders and the water contained in them, but this weight only does 25 per cent. of the work that it is generally supposed to account for entirely! Are there not some means by which the vital dissipation of this surplus heat can be effected without necessitating the carriage of so much extra weight? And there are other considerations also.

STEAM POCKETS AND OVERHEAD VALVES.

The ordinary side by side valve engine has in its water-cooling system many pockets where steam can and does



THE NEW OIL-COOLED ENGINE AS FITTED TO THE BELSIZE-BRADSHAW CAR.

gather, and many places subjected to great heat, but which the water cannot reach. We see the recognition of this latter fact in the extended adoption of the detachable cylinder head without valve caps, because the cooling of the head is thereby much improved. Look at a saucepan filled with cold water and put on the fire. For a long time the sides and bottom will be covered with small bubbles which insulate the heat of the fire from the water. Exactly the same happens in the ordinary water-cooled engine. For a long time the water is definitely insulated from the heat that it should carry away, and the metallic parts are subjected to great heat without any cooling influence at work. Finally, "a steam pocket" may develop, and there will be one part of the cylinder jacket containing almost super-heated steam, while some of it is being cooled by circulating water. Would it not, therefore, be extraordinary if this unequal cooling did not lead to unequal expansion and contraction of the metal of which the cylinder block is composed? It is because these pockets are very much reduced and so the cooling of the engine is very much improved that overhead valves have increased so much in popularity during the last year or two. They have other advantages, it is true, but it is doubtful whether the advantages of a symmetrical combustion head and better shaped induction and exhaust passages are altogether so immediate in their beneficial effects as improved cooling.

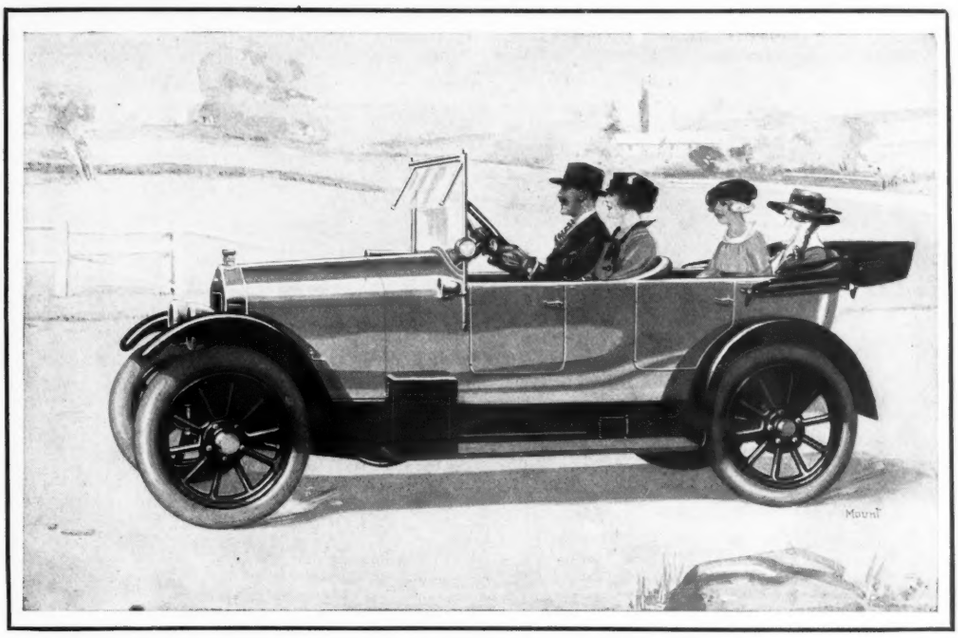
RACING WITH AN EMPTY RADIATOR.

In the great Grand Prix Race held in France this summer the winning car finished the last few laps without any water at all in its radiator. It was a car with an eight-cylinder-in-line engine, and of which the crank-case therefore had much greater area in proportion to the cylinder volume than would have been the case with a six or four cylinder engine of similar horse power. There is only one explanation of the way in which this car kept going without cooling water, but kept going at a higher speed than any other in the race, and this is that *the lubricating oil was doing all the cooling*, and because of the great area of the crank-case, round which it had to splash, could dissipate its heat at sufficient speed to keep the whole engine cooled. Significant in this connection is the fact that in a racing engine much more oil is circulated than in ordinary practice, which explains why an ordinary touring car would not long stand up to its work if its radiator were empty.

AIR OR OIL COOLING.

The air-cooled engine is sometimes referred to derisively as an oil-cooled engine, but it is now known that *all* engines are oil cooled first and foremost, whatever *auxiliary* method of cooling may be provided. It is because in all but racing engines the amount of oil and the rate of its circulation are usually inadequate to cool satisfactorily that some additional cooling system is necessary.

A thorough appreciation of this fact, towards the discovery of which he has done more than any single individual, has led one of our most progressive designers to produce an engine that is honestly and frankly oil cooled almost entirely. During the war Mr. Granville Bradshaw, for such is his name, was conducting some experiments with a small air-cooled engine for the driving of electric lighting and wireless equipment sets. His earliest engines for this purpose consisted of flat twin air-cooled units, on to the crank-case of which was directed a stream



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of air. Often the cylinder heads of the engine attained a very high temperature, but the power output of the engine was maintained notwithstanding. Nevertheless, a red-hot cylinder head was not a pleasant sight to the exacting designer, and so Mr. Bradshaw adopted the somewhat natural step of diverting his stream of air from the crank-case on to the cylinder heads. The result was a falling off in power and an immediate loss of the ability of the engine to maintain its normal output for long periods! In other words, it was proved conclusively that cooling of the crank-case was more important than that of the cylinders, which, on the face of it, was absurd.

But the explanation, obvious, perhaps, when it is made, but none too easy to discover in the first instance, was that cooling of the crank-case cooled the lubricating oil, and the presence of cool lubricating oil was the whole secret of successful working of the engine. It was Mr. Bradshaw who first pointed out why the "straight eight" engine had greater staying power and could withstand maximum power output for so much longer periods than an engine with a relatively small crank-case, and it was he who was the first to bring home to designers the real gain that was effected by providing fins on an aluminium crank-case which incorporated the oil sump. Nearly all modern engines of the high efficiency type have deep fins cut in the base of their crank-cases, and experiment has proved that the adoption of this comparatively minor and certainly very cheap modification effects a greater improvement in the performance and staying power of an engine than does doubling the water capacity of its radiator—which, of course and incidentally, might, under certain conditions, *reduce* the performance instead of improving it. Significant in this connection is one of the main differences between a standard and a sports engine, similar in general design and emanating from the same factory. The latter has a larger oil sump.

"DELIBERATE" OIL COOLING.

And so we have here in broad outline the story of the evolution of that oil-cooled car which was shown by Messrs. Belsize Motors Limited at the last Olympia Show, and which probably meant better business for its makers than did any other new car in the Show. I do not propose to anticipate a description of the new Belsize-Bradshaw car, and I will be content with saying that its main features, in so far as the design of its engine is concerned, consist in the practically total enclosure of the engine in the crank-case. The cylinders are submerged, and although about an inch of the projecting head of each is provided with cooling fins, this is done solely because the head has to protrude in order to provide an accessible and easily cooled sparking plug, and so long as the projection was there it was only reasonable to assist its cooling by the provision of fins, although such provision was of comparatively minor importance.

The cylinder walls, both inside and out, are continually washed in a bath of oil and the oil is kept circulated by its pump at the rate of one gallon per minute. The result of this, in conjunction with the large area of the crank-case, which is cooled by a fan incorporated in the fly-wheel, is that the lubricating oil has no time to attain a high temperature, and experiment has definitely proved that the mean temperature of the cylinder walls of this engine is actually lower than that in an ordinary side by side valve water-cooled engine.

COOLING THE PISTON.

I have said nothing about piston cooling, not because I do not realise its importance, but because I felt that it might have given the whole of this discussion a too technical aspect. Obviously, to go into the question thoroughly would mean using technical phraseology and details, and I have attempted to deal with it in as broad and as simple a manner as possible. But just to refer briefly to the piston question, I may say that the cooling of the piston is as important and, perhaps, more important than that of any other single component. Water cooling does not assist piston cooling to any material extent, for the piston is effectively insulated by a film of oil from the cylinder wall, behind which is the cooling water, and relies entirely on the lubricating oil for the dissipating of the heat it collects, and which it collects more rapidly and to a greater extent than any other part of the engine. Therefore the benefit of an efficient cooling of the pistons is practically self evident, and the lubricating oil is the most practical medium for this cooling.

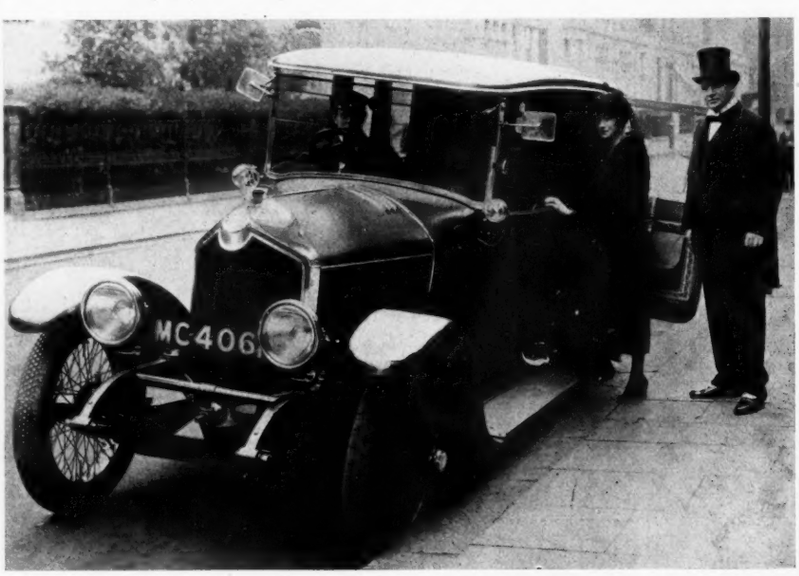
Whereas in the ordinary engine the piston becomes hottest of all working parts, is soonest carbonised and thus forms an absolute trap for the heat that inevitably reaches it, and its rings become gummed up in their grooves, experiment has proved that, in the case of the first oil-cooled engine made, the piston, after many hours' running on full throttle, is not even discoloured and its rings remain free from any suspicion of gumming up! This in itself would be a great asset in favour of oil-cooling; but from the point of view of the practical owner, who cares little what he has under his bonnet so long as it gets him there and back again, such considerations are entirely outweighed by gains like the general reduction in weight, by the abolition of the inconveniences that are inevitably connected with water cooling—to mention only frosty weather troubles and inevitable inaccessibility—and above all, perhaps, by reduction of purchase and maintenance costs. Finally, it may be said, by way of anticipation of criticism, that the oil consumption is not increased in this oil-cooled engine, but is decreased, because the oil never gets too hot, and in the first model to be made at present works out at considerably over two thousand miles to the gallon.

To sum up this very interesting development, I would like to make it clear that it does not really mean the employment of any entirely new principle, but rather the conscious employment of a principle that has previously been unconsciously and, therefore, accidentally employed. All engines have been oil cooled, but the designers and their users have failed to appreciate the fact. We have now an engine that is not accidentally but deliberately oil cooled, and this aspect alone points the way to real and progressive advance. As to whether this pioneer effort will attain anything like the dimensions of a "revolution" time alone will prove, but it does seem to contain greater promise than most efforts of a similar character announced during the last few years. W. H. J.

MOTOR SHOW REFORMS

WITH the closing of the Motor Cycle Show this year's series of Motor Shows has come to an end, and we can look back on it in review and realise that, however successful the Shows may have been in the business done, they might have been better both for exhibitors and for visitors. As was the case last year, much dissatisfaction has been expressed with the present system of holding the chief Motor Show, *i.e.*, that of private cars, in two separate buildings. It is, of course, easy to criticise destructively; it is not by any means easy to put forward useful suggestions for improvement.

There is an idea abroad, especially among those later comers to the industry who are relegated to the White City, that by being excluded from Olympia they lose a considerable amount of business, and one exhibitor has suggested that some improvement might be effected by excluding from Olympia all those firms whose products are not calculated to appeal directly to the purchasing public. There is something in this suggestion, and for ourselves we have always felt that exhibitors at any Show whose goods were intended only for the consideration of manufacturers were somewhat misplaced, for very few manufacturers book up their contracts for raw materials and the like at the Motor Show, and some of the biggest suppliers of raw materials to the motor trade have never made any attempt to exhibit at the Shows. But even if this policy of exclusion were adopted, it would make no material difference to the difficult position that at present exists.



THE RIGHT HON. SIR HAMAR GREENWOOD AND LADY GREENWOOD WITH THEIR 25—30 H.P. R.F.C. CROSSLEY LANDAULET.

ROLLS-ROYCE

"Nothing could be more perfect."

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22, Carlton House Terrace, S.W.1
April 7th, 1921.

"It gives me great pleasure to let you know that my new Rolls-Royce car, which has recently been delivered here, is entirely satisfactory. **Nothing could be more perfect than the chassis**—so smooth and comfortable in the running that on the roughest roads **it glides like a ball; and the entire workmanship of the chassis is beautiful** and leaves nothing to be desired. I want you to know how much I appreciate such work in these days when one finds so much that is unsatisfactory, and to thank you for the personal comfort and pleasure which the car gives to me. Too much cannot be said in its favour."

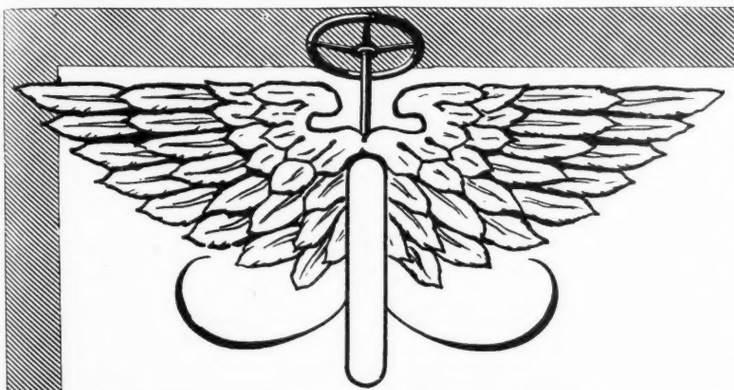
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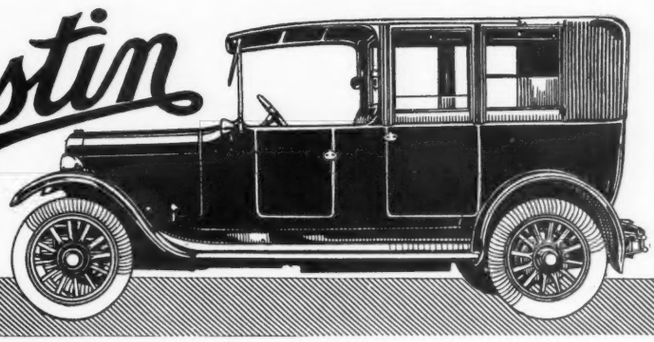
Nearly 7,000 Austin Twenty cars are on the road, of which 2,246 have been sold this year alone.

An additional model—the Twelve—has now been introduced, and present demands for both cars reach no less than £3,000,000 in value.

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LONDON—479-483, Oxford Street, W.1; *and at* Brussels
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Austin



The new TWELVE and the TWENTY

There is no single building in London large enough to accommodate all would-be exhibitors at the private car show except the Crystal Palace, which has inherent and certain drawbacks that are more than likely to outweigh its attractions. For instance, to mention only one, which is the most important of all, there is the inaccessibility of the building and the long journey that is necessary to reach it from town. Commercial vehicles and motor cycles are very conveniently housed in Olympia, although indications are not wanting that the accommodation of Olympia is becoming sorely taxed by the rapidly growing motor cycle trade. When the exhibition of aircraft and motor boats has been held as a separate event Olympia has provided ample accommodation, but a suggestion which has many attractions is put forward by the *Autocar*, that if it were possible to house all the exhibits in a single building it might be a good plan to amalgamate all the various motor exhibitions containing aircraft, motor boats, commercial vehicles, farm tractors, private cars and motor cycles. Presumably pedal cycles which are at present exhibited at the Motor Cycle Show would be omitted, and no longer would the makers of pedal cycles be allowed to display their wares to the public at a great show. Possibly these exhibitors would have something to say on the question, for it has long become clear that an exhibition of pedal cycles alone is no longer a reasonable possibility.

But the presentation to the public of such a huge show as that suggested has many emphatic drawbacks. To a certain extent, perhaps, the various exhibits appeal to the same section of the public, but one cannot but feel sorry at the very idea of any individual whose business it is to be interested in all the products displayed or in more than two of them. How he could get through all that he had to do during the week or fortnight of the exhibition passes understanding.

A NEW EXHIBITION BUILDING.

Another suggestion is that a new exhibition building should be built in a fairly central position, Regent's Park, Hyde Park and Kew Gardens having been put forward as possible sites, and that the present Motor Car Show should be housed under one roof; while, perhaps, some of the other Shows might be amalgamated and held simultaneously, but at a time different from the private car show, in the same place. But objections to this scheme occur as readily and with even more point than they do to the present unsatisfactory position.

For ourselves we are inclined to give our support to the tentative proposal of so extending the White City or so improving its present accommodation that it would house the whole of the private car show, and then the other shows could be held individually as at present in a portion of the new buildings. But we understand that this suggestion is discounted by the fact that the S.M.M.T. already has a fairly long lease of Olympia for future shows, to which, however, there is the fairly reasonable reply that Olympia could very readily be sub-let.

Something will certainly have to be done, and there is no reason to suspect that the S.M.M.T. will fail to tackle the situation with its usual perspicacity and consideration for all its members. In the meantime is it too much to hope that some reforms will be instituted nearer home; that is to say, in the management of the exhibitions as they are being conducted at present? The visitor who attends any of the Motor Shows more than once cannot but appreciate the very careful foresight and organisation that have been expended to make the shows as good as they are, and the realisation of this makes all the more incomprehensible the presence of various pettifogging regulations that cause quite unnecessary inconvenience. To mention just one example of what we have in mind, there is the control of the Blythe Road entrance to Olympia. Those who reach the show in a private car are more or less compelled to leave their cars in or about Blythe Road, but the guardian of this door has, or thinks he has, instructions to prevent anyone from entering the show by it. A notice is posted up to the effect that exhibitors and assistants may not use the door after a certain time, but the doorkeeper ought not to be allowed to interpret this instruction in his own way and to forbid entry to anyone irrespective of the ticket held—just a little inconvenience that, besides being unnecessary, causes easily avoidable annoyance.

This year the catering arrangements at the White City were rather better than they were last, but they still leave much room for improvement. As to the White City buildings themselves, no strictures can be too severe. Except in the evenings, the buildings are like huge ice houses. There are a few entirely inadequate heating stoves, and those exhibitors whose stands are situated at remote distances from these stoves are frozen themselves and are incapable of dealing properly with any visitors to their stands who dare the icy atmosphere. But as a rule these stands are denied their share of public attention simply because the tired and jaded visitor is looking for tolerable comfort and not misery when he enters the building. This in itself affords a quite important and very natural complaint among the White City exhibitors.

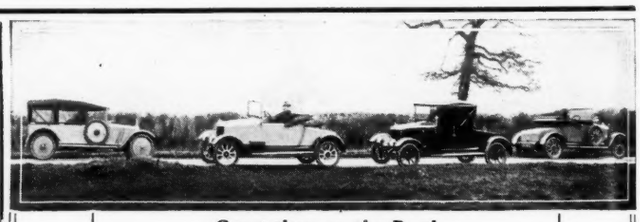
Efficient Repair Service.

IN a trade paper that caters particularly for the garage proprietor there were recently severe strictures passed upon those who dare to comment in the lay press on the excessive charges made by some garages. As on one or two occasions we have had cause to criticise the average garage service, we venture to take the remarks to heart and to reply to them by



Greetings!

Did *you* 'Nugget' your boots this morning?



Count them on the Road

THE "Standard" Light Car embodies every point which every-day use demands for the comfort and pleasure of the owner-driver, his family and friends. Easy control, ample room and full protection from weather, together with plenty of power are all provided, and the running expenses are remarkably low. The 11 h.p. models for 1922 show steady development in the form of larger engine, four speeds, longer wheelbase, wider track and larger wheels.

Prices (with the "Standard" Patent All-weather Hood and Side Curtains): 2-Seater, £515. 4-Seater, £525.

In addition, we are making a smaller model, the 8-h.p. "Standard" Light Car, with 4-cylinder (62×90mm.) water-cooled engine. Price complete, 2 or 4-Seater, £325.

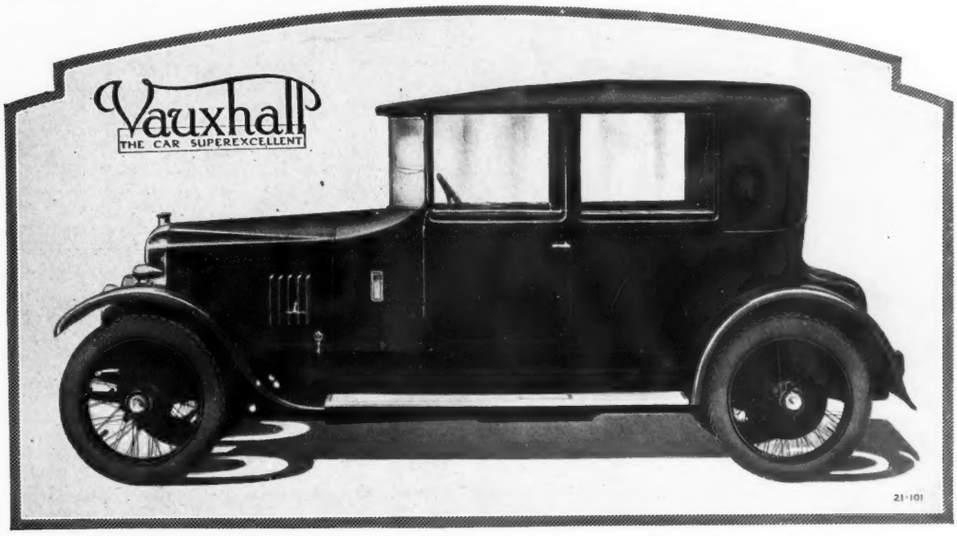
Full particulars on request.

The Standard Motor Co., Ltd., Coventry.
London Showrooms: 49, Pall Mall, S.W. 1.

The All British
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Light Two and Four Seaters

Registered Trade Mark.

COUNT THEM ON THE ROAD



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25 H.P. ARUNDEL CABRIOLET

At the present season the merits of the cabriolet as an 'all-weathers' car appeal very strongly, because it is far superior to the convertible open car in the thoroughness of the protection it offers. The Arundel medium-sized cabriolet on the 25 h.p. Vauxhall chassis is the result of particular study of this type of car, specially designed for the owner-driver.

Note these points. **The hood is as easy to put up or down as a Cape-cart hood. The two doors at the front and the shape of the front seats enable any of the four occupants to get in or out without disturbing the others. The small-section metal pillars of the windscreen present hardly any obstruction to the driver's view. The interior, though giving ample room, is not too large for conversation to be carried on easily between all the occupants. The front seats are adjustable for leg room. Tools are kept in waterproof wraps in the large and convenient boot at the rear of the car. As practicable and comfortable as it is elegant, nothing more attractive of its kind than the Vauxhall-Arundel cabriolet is anywhere offered.**

FOR IMMEDIATE DELIVERY

25 h.p. Vauxhall-Arundel cabriolet, square front, inside drive, seating four, painted grey, hairline cloth to match, 895×135 (instead of 880×120) wheels and tyres £1360

The same with V-front (illustrated above), painted blue, upholstered blue antique leather - - £1390

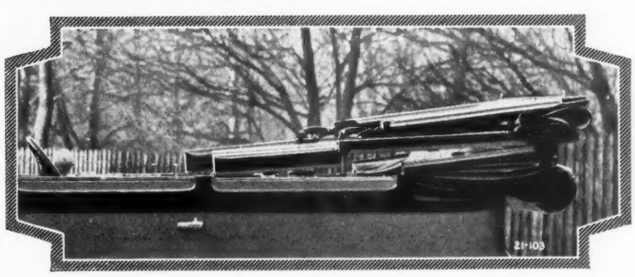
25 h.p. Vauxhall-Sutherland three-quarter cabriolet, seating seven, painted blue, Bedford cord, 895×135 (instead of 880×120) wheels and tyres - - £1410

25 h.p. Vauxhall-Warwick landaulette, seating seven, painted red, grey cloth, silk blinds, luggage carrier, 895×135 (instead of 880×120) wheels and tyres - £1431

VAUXHALL OPEN CARS
Prices lower than in 1919

A study of present prices will show that the 25 h.p. Vauxhall-Kington open car at £1100, and the 30-98 h.p. Vauxhall-Velox sporting car at £1195, offer remarkable value. Please write for catalogue with full particulars.

'ONE-PIECE' HOOD
As all the joints are hinged, there are no parts to be detached, a great advantage.



'ONE-PIECE' HOOD
The whole top structure of the Vauxhall-Arundel cabriolet — hood and pillars—works as one piece.

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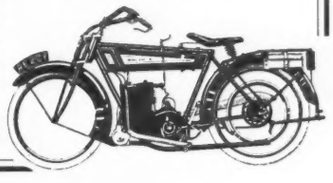
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ROYAL ENFIELD

2¼ h.p. Two-stroke Lightweight Motorcycle

A high quality lightweight machine of attractive appearance at a reasonable price.

The very complete specification includes the Enfield Patent Two-speed Gear, Cush Drive Hub, "Clean" Handlebars, Protective Legshields, Detachable Rear Mudguard and Carrier, Dunlop Tyres, etc.



Price (with kickstarter as illustrated) **£57**

THE ENFIELD CYCLE Co. Ltd. REDDITCH

saying that whatever strictures may be passed, they are more often than not thoroughly justifiable. Not only is the private motorist often justified in complaining of the high charges that he has to pay for his repair work at the average garage, he is also justified with more reason in complaining of the inefficient manner in which his requirements are met. The question of charges is always a very difficult one for the layman to understand, and for ourselves we quite realise that a large proportion of the complaints that are heard about excessive garage charges are made without a full appreciation of the work entailed by any particular job, but we doubt if similar extenuation can be brought forward to counter the inefficiency charges often levelled against the garage proprietor.

Motor repair work requires really expert supervision, capable mechanics and very considerable machinery plant. Considerations of cost render all these beyond the scope of the average garage, and rapidly the practice is growing among garages of sending out all but the smallest of jobs that come to them to some better equipped establishment that specialises in the kind of work required. What is, perhaps, the best example of a firm thoroughly and adequately equipped to deal with any possible requirement that should arise in connection with the repair of a motor car or any component is the Laystall Engineering Works which, having been established for some twenty years, have recently moved to larger and excellently equipped premises in Ewer Street, Southwark, S.E.1. At these works there are machinery and plant for tackling every conceivable kind of repair that may be required to any chassis, with the possible exception of such specialised jobs as repairs to electric equipment or tyres. Regrinding cylinders and fitting over-size pistons is the commonest work undertaken, and to cater for it no less than 3,000 over-size pistons are kept in stock. Also the firm has the British rights of a new type of cast-iron piston which retains the strength, but is very much lighter than the ordinary kind. The machine shop has enough tools to make every component of a chassis, and when any parts are sent for repair that are really beyond it, the Laystall works are ready to make an entirely new part, whether this part be a gear-wheel or a complete cylinder block.

Besides ordinary repair work, the repair and manufacture of new crank-shafts have attained such dimensions that it has entailed an entirely separate factory in Rushworth Street, Blackfriars, S.E. Here crank-shafts may be made in sufficient quantities to satisfy the demands of many engine manufacturers, or a single crank-shaft can be made to replace a broken component in a car for which no spares are available. Actually many well known engines are fitted with Laystall crank-shafts in the first instance and the replacement of parts for cars of which no standard spares are available in this country is quite an important item in the firm's enterprise.

The welding plant is, of course, capable of dealing with all kinds of its branch of repair work, and, in view of the facilities at the command of the firm, it is no source for wonder that garages all over the country are more and more sending their bigger jobs to Laystalls, who, having done the work, leave the final assembly and dealing with the actual customer to the garage. Nevertheless, there is no restriction which prevents the private customer from going direct to the Laystall people, unless he does not like the idea of driving through the streets of Southwark on a greasy day; but even that is not a serious obstacle, for the firm will collect cars under their own power or by lorry from any part of the country.

A NEW LANCHESTER CATALOGUE.

IT is because it succeeds so admirably in arousing and maintaining interest that we regard the latest Lanchester catalogue as one of the finest examples of what a motor car catalogue should be that has reached us. After a statement of the terms of business and the guarantee under which the car is sold (which incidentally is for two years from the date of delivery), there comes the price, which is £1,950 for either model of chassis, the only difference between the two being in the length, the long chassis being for seven-seater bodies and the short chassis for five-seaters. Then follows a specification of the car and a description of some of its prominent features, accompanied by illustrations of the most interesting details. Following a list of the chief measurements of the chassis is a list of spare parts and tools included in the price, and these lists altogether take up a full page of the catalogue. Then there is a page devoted to representative types of body-work, faced by diagrams showing the seating arrangements and the approximate amount of space allowed to passengers. Finally, there is a list of previous models of Lanchester cars, and it is interesting that the Lanchester Company announces that not only is a stock of spare parts for these earlier models continually kept, but the stock is also being continually replenished. The catalogue is contained in a very neat and elegant folder, and is accompanied by separately mounted photographs of the 1922 complete cars.

ITEM.

Prices of Deemster Cars for 1922 Season.—We are informed that since our recent article on the Deemster car was written prices have been modified and are now as follow: 10 h.p. four-cylinder standard two-seater Service Model, £425; 10 h.p. Cabriolet Coupe two-seater, £525; 10 h.p. four-cylinder Sports Model, £435; 12 h.p. four-cylinder four-seater Touring Model, £475; 12 h.p. four-cylinder four-seater Cabriolet Model, £575.

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(and not only a bed-table; for cards, music, needlework, and dozens of other uses.)

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'MIDST falling leaf and changing season followers to hounds are gathering once more in the Shires. From far and near they come, and the trusty ROVER may be seen at every meet, carrying fresh and eager passengers ready to exchange the steering wheel for the rein in anticipation of a day's keen sport. There is no surer or more comfortable way of reaching field, stream or covert, without fatigue or delay, than behind the wheel of the ROVER.

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1922 MODELS AND PRICES

12 h.p. TWO-SEATER £625 — 12 h.p. COUPE - £750

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NEW OVERHEAD-VALVE ENGINES

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They wisely deferred, however, the introduction of an overhead-valve touring-car engine until thoroughly convinced, after extensive experiments, that they had produced an engine suitable in all respects for touring work.

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THE NEW 14 h.p. SUNBEAM
is from every point of view
AN IDEAL CAR
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SUNBEAM-COATALEN AIRCRAFT ENGINES 100-900 h.p.

£395 *Four-Seater.*

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The Leader of its Class.

11·9 Bean

AT the present price the 11·9 h.p. Bean is truly the best value for money car on the market to-day.

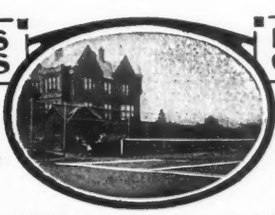
The fact that it has been adopted by the Metropolitan Police for official use after a strenuous 10,000 miles road test, provides further proof of its unfailing reliability and corroborates the experiences of thousands of users in all parts of the world.

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Stop-Net Fencing and Boundary Fencing Erected, and all necessary requisites for upkeep supplied direct.

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It is easy to operate, no skilled knowledge is required, and it starts automatically with no cranking. A Madstrong Plant gives you clear, bright electric light—and as many lights as you want—in any part of your house or estate.

Write for Catalogue 'L' for full particulars and prices.

THE EVINRUDE MOTOR Co (ENG) LTD.
107 WATERLOO RD. LONDON, S.E.1.

AUTRES TEMPS AUTRES MODES

THE VOGUE FOR ANKLE-LENGTH DANCING SKIRTS—LOW HEELS AND SHORT GLOVES.

A QUICK readjustment of ideas combined with a ready assimilation of new modes is the golden asset of those who are able to account themselves always in the van of fashion. The well dressed are adepts at changing their point of view as to what constitutes *chic* and elegance. They do not wait to see a mode in every shop window for confirmation of its arrival. That, indeed, for them is more likely to spell disillusionment. They are ahead rather than actually of the moment, and a vogue, once it has been accepted by the *vox populi*, is speedily cast into the limbo of the undesirable and *démodé*.

All of which is a reflection born of several Hunt and county balls, affairs at which the dressing left much to be desired and the terpsichorean was distinctly not at its best. But that being said, everything else made for good. At no big London function is there ever the same enthusiasm and spirit. Everything in the country goes with a swing and a *verve* from start to finish, and the most *blasé* are inevitably carried away on the stream of pure heart-whole enjoyment; wherefore it may seem invidious to criticise. Nevertheless I am going to be sufficiently intrepid to do so. My first quibble has to do with the short dancing skirt that is still being so obstinately adhered to by those who live habitually in the country and who, consequently, have failed to observe the firm, determined advance of the ankle-length *jupe*. Also the vogue for the high neck evening corsage.

Filmy petal skirts just below the knees, accompanied by the nothingless, sleeveless, butterfly bodices, are creations that have ceased to carry any sort of conviction. They are girlish, perhaps, perfectly harmless and wholly unsmart. As a mode they leave one cold, save for a slight irritation invariably engendered by monotony. The only dance dresses that can be relied upon to stand out as distinctive and individual are those that are aggressively *bouffant*—models reminiscent of the Second Empire, with their full gathered skirts and close-fitting, snug little bodices; or else long, slim confections that have a waist-line about the hips, a shoulder to shoulder *décolletage*, and a skirt to the ankles—a style, this, that lends itself to a quite extraordinary amount of diversity. Sometimes it is offered in the guise of the simplest chemise type of gown, as shown in the adjoined illustration, to which movement and much originality are imparted by loose panels and long sweeping sleeve draperies of some transparency. Fashioned either in chiffon velvet or *crèpe Marocain* in a pale colour, this represents an eminently *recherché* toilette, the whole creation carried out in tone, even to the large flat flower girdle that is quite a *pièce de résistance*.

There is nothing tentative, you will observe, in the whole conception. The skirt is long and the *décolleté* high, and the waist definitely elongated; though neither the picture nor the most vivid description can do adequate justice to those soft, shimmering, floating Georgette draperies which at one moment almost cover the arm, to leave it almost bare the next, right from the shoulder. And, needless to say, the discerning wearer will see to it that all the play possible is made with these appendages.

Another model on similar lines was charming in peacock green chiffon velvet, worn with a deep girdle of gold embroidery, from which hung a long fringe of gold and pearl beads, the centre front of the girdle punctuated by a barbaric gold ornament, after the manner of a *nautch* girl's dress, the long hanging sleeves in this case being of the velvet, cut in one with the bodice and terminating just below the knee, where they were stitched with the fringe, the latter dropping below the hem of the skirt.

Likewise to be seen and very pleasing are rather hard little gowns arranged in brocade, the long slightly wrinkled bodices slung on the shoulders by *bretelles* of beads, multitudinous festoons of which hang down over the arms. For the all-black *crèpe Marocain* evening toilette there is a perfect *furore*. It is worn alike by girls and young married women, the skirts all wondrously and deftly draped, uneven at the hem and frequently finishing with a wisp of a train that falls at one side. These black dresses are entirely unrelieved, and therein lies their *chic*, and, given very fair or Titian hair and the accompanying clear skin, they are most unquestionably becoming. Black shoes with scarlet heels never fail to add a touch of distinction.

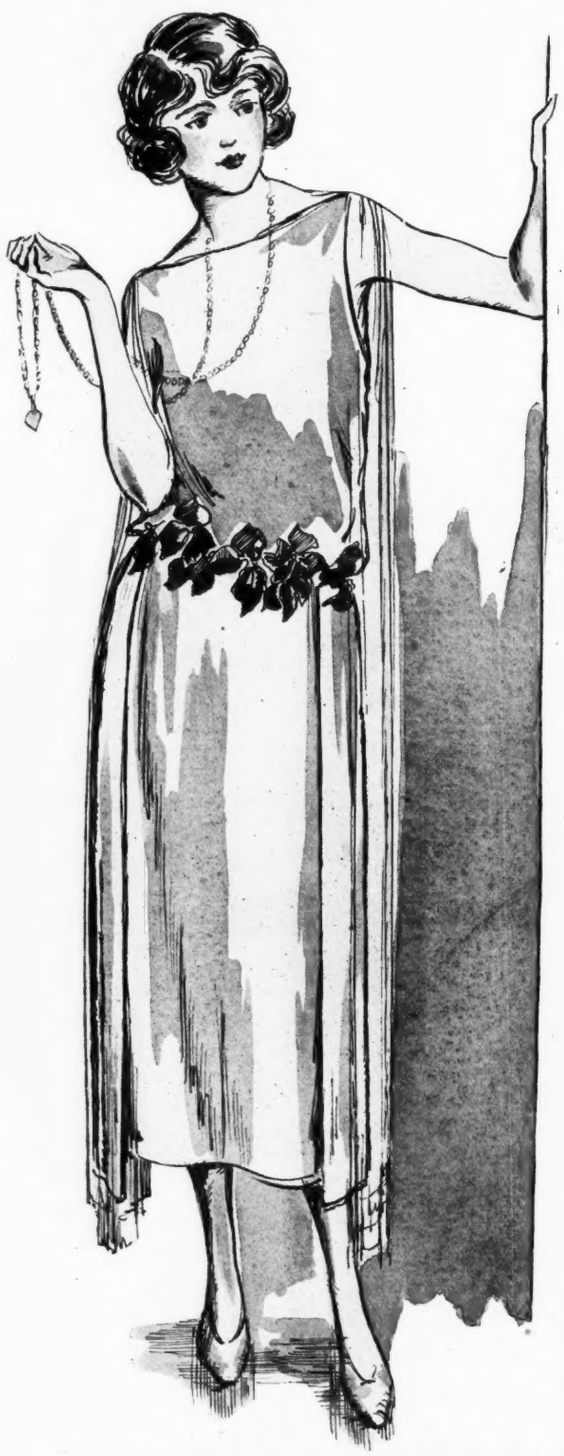
Of the *bouffant* dance frocks, quite the most attractive and successful are those fashioned of *changeant* or metal embroidered taffetas, a material that stands of itself over the hips as decreed without much extraneous assistance. Especially lovely was a pale old blue wrought with a crossed fern design in two shades of silver, a *motif* scattered about at sparse intervals, two of these ferns ornamenting the front of the corsage, others being cut out of the silk to form shoulder *bretelles*, while at one side only there fell long loops and ends of wide silver ribbon.

Pale pink taffetas shot with silver lights is adorable for a young girl, the full skirt slit up at one side and forming soft cascades at either side of a petticoat of silvered lace, a few inches of this showing the whole way round the hem and repeated as a finish to the round *décolletage* in the guise of a deep berthe. There is something indescribably youthful and attractive about these taffetas crinoline frocks, the skirts of which are not necessarily a full ankle length.

Low heeled shoes and wrist length gloves are alike being essayed by the intrepid. With one of the just described black *Marocain* toilettes there were seen worn flat-heeled grey shoes and grey suède gloves, the latter closing at the wrist with a narrow bracelet of grey fur. One looked and wondered, but scarcely admired so brave an effort. All the same, these accessories carry a certain amount of significance.

Meanwhile, shoes for both day and evening wear go on their way rejoicing in strange and amusing variety. A good many are being built of coloured kid, in such hues as violet, royal blue and black, trimmed with vivid coloured straps and insets. In fact, everything points to shoes being gay for the coming season.

L. M. M.



A DANCE DRESS OF THE ACCEPTED *LIGNE*.
The points to be noted are the shoulder to shoulder *décolletage*, ankle length skirt and long sleeve draperies.

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Durobelle Plain Casement Cloths in cream, tussore and a number of exquisite art shades. Closely woven and soft finish. 31 ins. wide, **1/9½** to **3/11½**; 50 ins. wide, **2/11½** to **8/4½** per yard.

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(WINTER)

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LOUVET FRÈRES, PROPRIETORS

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THE SPANIARDS, HAMPSTEAD.

Achieved fame as a Highwayman's Inn, being the resort of Dick Turpin, and was visited by the little more legendary Mrs. Bardell, the plaintiff in the Pickwick trial. It was also the rendezvous of many real notabilities, such as Goldsmith, Garrick, Reynolds, and Gainsborough—men of a period when good port was all-essential to good company.

Visitors to this roadside Inn of the Heath may still drink there a glass of the *best* in Port—now branded "Concord" for convenience in ordering.

CONCORD PORT

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Φ3

The Cigar that pricked the Havana bubble

Do you know that Jamaica Cigars are now seriously challenging the prestige that has for so long been attached to the name "Havana"?

With all the advantages of climatic conditions (Jamaica is only 88 miles from Cuba), equal skill in cultivation, selection and blending, GOLOFINA JAMAICA CIGARS rival in excellence of quality and aroma even the highest priced Havanas. In the Clubs and amongst discerning smokers the demand for Golofina Jamaica Cigars is becoming more and more marked.



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JAMAICA CIGARS

MAKE AN IDEAL XMAS & NEW YEAR GIFT



They are made in sizes and shapes to suit all smokers and are sold by all the leading Stores, Hotels and Clubs.

If any difficulty is experienced in obtaining "GOLOFINA" Jamaica Cigars, kindly communicate direct with—

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Supreme Quality from Jamaica



NOTED IN PASSING

WHEN BUYING SWEETMEATS.

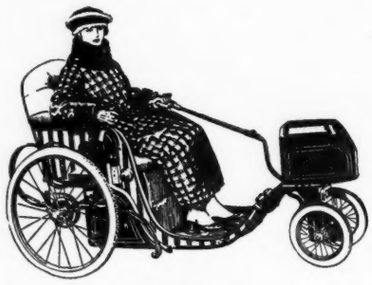
IN buying sweets or bonbons of any sort it is a matter of first importance to make sure that only the very best materials have been used in their manufacture. They must be dainty to look at, pleasant to taste, and with a purity which ensures their having no ill effects, particularly when they are intended for giving to children. Kunzle chocolates have been well known as fulfilling all these requirements for many years. As a matter of fact, it is thirty years now since their maker, who is a Swiss, came to England and made it the work of his life to produce the finest chocolates possible. It was, and is, his strict rule that only the best materials may be used, no substitute of any kind being tolerated. A patent process has been originated by which an extraordinarily soft, delicately flavoured whipped cream is produced and the covering of chocolate is of the finest quality. The four popular varieties of Kunzle chocolates are Selected, at 4s. a pound; Dessert, at 5s.; Super Desert, at 6s.; and Extra Super Dessert, at 7s. 6d. Everyone knows how disappointing it is to taste an attractive looking chocolate and find its inside not to one's liking. Kunzle chocolates are never disappointing. Their appearance is fascinating, and their flavour everything that the most sophisticated consumer could ask, while their purity and wholesomeness are beyond question.

FOR HOMELESS LITTLE ONES.

Christmas is, above all things, the children's festival, and, to people of goodwill surrounded by their own happy children, there is an especial poignancy in the appeal made by the Church of England Waifs and Strays Society (Old Town Hall, Kennington Road, London, S.E.11) for funds with which to carry on their work. Homeless, friendless, sickly, ill-treated little ones to the number of 25,500 have already found homes, kindness and training through the Society, and it is with the fear of being obliged to curtail the work at heart that this urgent appeal is now sent out that a tithe of the Christmas blessings of happy homes may be spared for children who must otherwise be homeless.

A JOY FOR THE INVALID.

It is difficult to imagine anything in the way of a possession likely to make more difference to the comfort and happiness of an invalid than the electrically propelled Bath-chair made and sold by Messrs. Carters, Limited, 2, 4 and 6, New Cavendish Street, and 125–129, Great Portland Street, London, W.1. It can be charged from ordinary house lighting at a very small cost and can be driven by anyone. Messrs. Carters are well known for all sorts of contrivances for alleviating the burdens of suffering humanity. Bed tables, reading stands, adjustable chairs, hand tricycles and Bath-chairs of every description are specialities with them and are the foundation of their world-wide good name.



Perfectly safe, easy to drive, this motor Bath-chair opens out a world of new activity for the invalid.

A GOOD CIGAR.

Smokers, now that the *ad valorem* duty has been removed, are once more allowing themselves the luxury of Havana cigars. The "Bolivar" is among the best that come from Cuba, and a reliable cigar of this brand is to be bought for a shilling, while a really superb after-dinner cigar is sold at half-a-crown. Of course, in both these cases the purchaser of a box has a considerable advantage over the man who buys them one by one at his club or the tobacconist's. In passing, it will interest smokers to know that the manufacturers consider that the very best cigars are those with a few yellow spots on them and always choose these as samples. A few green spots on a cigar in no way detract from the flavour, though, of course, a green and uncured wrapper would be unpleasant. Bolivar cigars are spoken highly of everywhere and with justice, for they are excellent value for money.

SEAT, SHELTER AND SUPPORT.

A particular feature of the "Cunliffe" Shooting Seats is that they are fitted to umbrellas as well as walking-sticks. Anyone who loves open-air life and, from age or delicacy, is unfitted for much walking at a time will find one of these shooting seats of invaluable assistance. A rest may be taken whenever and wherever it is required, and the fact that the umbrella seat can be used both as seat, shelter and support, while only a little over the weight of an ordinary umbrella has to be carried, is a point that cannot be too much insisted upon. An added comfort will be found in the solid leather cushion now being supplied for "Cunliffe" Shooting Seats and priced, in the ladies' size, at half a guinea, and in the gentlemen's size at 12s. 6d. The method of adjustment is so simple that it can be taken on and off in five seconds. There are no buckles or straps to make themselves tiresome, and it is extremely comfortable to use, though very light and easily stowed away in pocket or bag. The sole makers are Messrs. J. Smith and Sons, Hazelwood House, 57 and 59, New Oxford Street, W.C.1.

NEW YEAR CARDS AND CALENDARS.

A splendid selection of cards for the New Year, calendars and other novelties, has been prepared by Messrs. Hills and Co. and should be asked for at the stationers', booksellers' and fancy goods dealers' by everyone who likes something a little distinctive and original as the medium by which to send their good wishes to their friends.

MARSHALL & SNELGROVE'S WINTER SALE

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Wonderful Bargains in High Grade Goods



Picture Hat, in velvet on satin, with ostrich feather at back - - **59/-**

Smart Evening Gown, made from rich quality shot taille taffeta; simple crossover bodice finished with flower; scalloped tunic skirt over lace foundation. In black and a few artistic colours. Usual Price 10½ Guineas.
Sale Price **8½ Guineas**

Useful Wrap Coat, in good quality mole plush, lined throughout with fancy lining. Exceptionally warm and serviceable.
Special Sale Price **6½ Gns.**

Early Spring Coat and Skirt, in a good range of fine quality Yorkshire tweeds in various colourings; well-tailored coat cut on ample lines with belt, pockets and collar bound with braid; full, well-cut skirt.
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Heavy Woollen Knitted Coat, *as sketch.* Beautifully light and warm. Made in the new wide ribbed stitch in a good range of colours.
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These garments cannot be sent on approval. **Remnant Day, Thursday** *Sale Catalogue Post Free.*

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(Winter)

TABLE & BED LINEN, HANDKF'S, ETC.

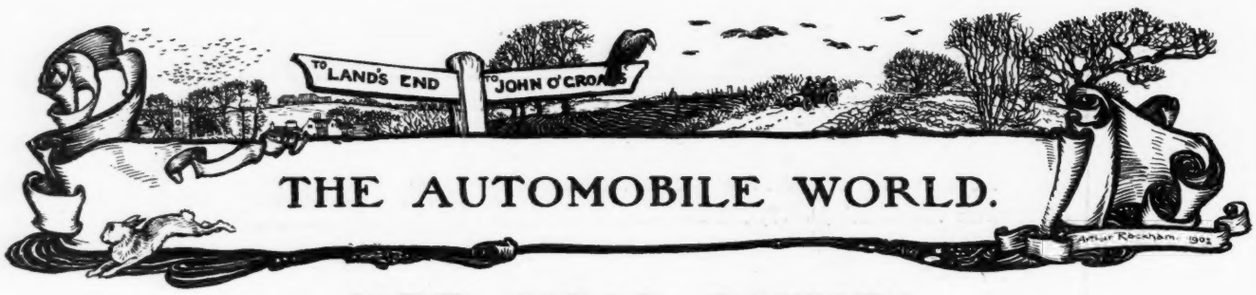
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NEW YEAR DUTIES

ON January 1st every motorist should have his car equipped with a new licence for the whole or for part of 1922. In order that the work of the licensing authorities might be lessened, applications have been possible for the last fortnight, but it is not clear whether the 1922 licence could actually be issued before January 1st, and whether they could be issued or not it is very improbable that all those who have applied will have received their licences by December 31st. Every time the renewal of licences become necessary fresh difficulties and more weak points in the system are revealed.

Licences may be renewed at a chief Post Office, and when this course is adopted the old licence of the car must be taken, together with the registration book and a completed form R.F.1.A. which, however, may be obtained at the Post Office and filled up on the spot. If application be made for the renewal to the registration authority the old licence need not be sent but only the registration book and form R.F.1.A. duly completed. Here comes the first difficulty; many owners have not yet received their registration books for 1921, and how are they to get fresh licences for 1922 is not at all clear.

In certain circumstances renewal can only be effected by the registration authority, these circumstances being when there has been a change of ownership since the last licence was taken out, when there has been any change in the description of the vehicle since the last licence has been taken, *i.e.*, if the car has been repainted or fitted with another body, and if it is desired to alter its classification. For instance, several owners of private hire cars have had one or two vehicles registered as private cars instead of as hackney carriages. A desire to re-register a hackney carriage as a private car or *vice-versa* means that application must be made to the registration authority, the Post Offices being incapable of dealing with the necessary modification.

When the 1921 licence has been for the whole year a Post Office can only issue a 1922 licence for the whole year. When 1921 licences have been for a portion of the year, *i.e.*, for one quarter, the Post Office can only issue the licence for the first quarter of 1922—in other words, the complete annual licence can be replaced only by another of the same kind and quarterly licences can be replaced only by a quarterly licence. If any change in this respect is desired application must be made to the licensing authority.

With great flourish of trumpets a concession has been announced for 1922 which takes the form of the issuing of licences for any portion of the year but terminating on December 31st. The rate of payment for these "portion licences," as they may be called, is 10 per cent. of the yearly amount for every month for which the licence is to be current. Thus a licence taken out on December 1st, 1922, will cost 10 per cent. of the yearly licence for the car in question. A licence taken out in the middle of June will cost 70 per cent. a portion of a month being regarded as a complete month, and a licence taken out in March will cost 100 per cent. or the same as a licence for the whole year. It will constitute a pretty little problem for the owner to solve whether it will pay him to take out a quarterly licence or one on this monthly principle. The concession, we understand, has been secured as the result of representations made by the R.A.C. and forms an interesting example of what we lose by the absence of unity among motoring organisations. The Motor Legislation Committee is also working to secure modifications of the present licensing system. The R.A.C. is not represented on the Motor Legislation Committee and, consequently, two independent efforts are being made to secure the same or similar ends. How much more satisfactory the result would certainly be if representation were made by one authority only!

When a renewal is being effected through the Post Office, personal application must be made, but the applicant need not necessarily be the registered owner of the vehicle so long as he takes with him the registration book, the old licence and a form R.F.1.A. which has been completed and signed by the registered owner. When application is made to the licensing authority the whole of the negotiations may be conducted through the post.

No announcement has been made as to the period of grace that will be allowed between the expiry of the old licence and its replacement by a new one, but in the absence of such a statement it is probably a safe assumption that a period of fourteen days will be given. It is announced that if a renewal is required more than fourteen days after the expiry of the old licence, the business must be conducted through the registration authority, which seems to lend colour to the supposition that the fourteen days period of grace is retained. If a registration book has been lost or not received, or if a change of ownership



A ROLLS-ROYCE ON THE TRE-COCI PASS IN THE DOLOMITES.

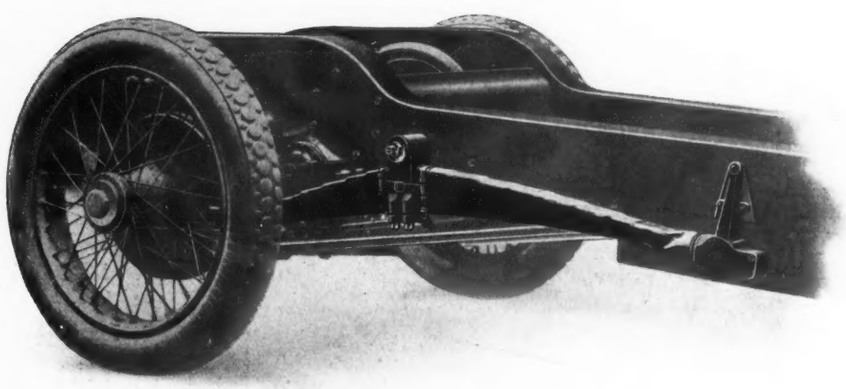


THE *Lanchester* 'FORTY'

MR. S. F. EDGE, one of the best-known connoisseurs of the motoring world, writing in the *Auto-Motor Journal* of 1/12/21, after a 300 mile test of a Lanchester "Forty," says: "The Lanchester is certainly a car which rises superior to the worst of roads. Not only is the suspension marvellously smooth. It is absolutely noiseless and effortless, and yet this result is achieved without anything in the way of shock-absorbers or spring-dampers. . . . The Lanchester's beautiful springing is derived directly and purely from correct design in accordance with well-known laws of mechanics . . . it is most refreshing to drive or to be driven in a car which really does float along over the worst of roads at any pace . . . I consider that more real brain-work has gone to the perfection of the suspension of this car than has been put, to any profit, into the whole of some other firms' chassis."

This is the opinion of Mr. Edge. We invite you to confirm it yourself by a trial run. Will you make an appointment?

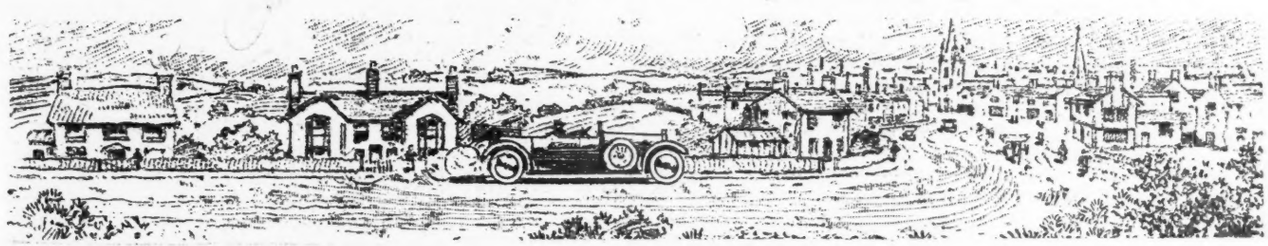
The Wonderful Lanchester Suspension



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Armourer Mills, Birmingham.
88, Deansgate, Manchester.

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Messrs. BREWSTER & CO., Inc., Long Island City, New York.



has taken place without being notified in the book the owner of the car should write at once to the registration authority, giving details of the case and then all he can do is to sit tight and await developments. The probable result will be that he will not receive his new licence until well into the New Year and will use his car under risk of being stopped, prosecuted and fined for not having his licence up to date.

For the benefit of any readers who may own vehicles other than private cars we may say that the forms required for renewal of other kinds of licences are for motor cycles, R.F. 1-2; for commercial goods vehicles, R.F.4; for tractors, R.F.5.; and for hackney carriages, R.F.8.

Rapid Filling of the Petrol Tank.

WHEN a tank runs dry on the road the stop is always annoying, and to most people it seems, or at least it does to me, that the petrol can carried at the side of the car takes about



THE PETTIT PETROL POURER AND SPANNER.

three times as long to empty as those we find waiting for us at garages and, moreover, the tank itself seems more reluctant to take in the fresh fuel than when this is pumped in through a pump. There are on the market several excellent attachments for screwing to a petrol can and allowing of the filling of a tank from cans without any spilling. But as far as my experience goes these petrol fillers nearly all suffer from the fault that they are slow in use, and so I am feeling very pleased with myself at having discovered Pettit's petrol pourer.

This embodies the usual spout, but has, as the main feature of its construction, an air pipe alongside the main petrol pipe which has an extension capable of reaching through the fuel in the can, whether the can be full or half empty does not matter, and so providing a clear air passage. Also, instead of being attached to the petrol can by being turned round and so screwed on to it, this petrol pourer is fixed by a loose threaded flange. Thus the operator can choose exactly the angle which the spout shall make with the can.

Now it is well known that the way a petrol can is held, or rather the position that is given to its orifice when the can is being emptied, exercises a very important influence on its behaviour. If no spout at all is used the can must be held with its hole at the top. With the ordinary type of spout it must be held with its hole at the bottom. But when the spout is curved the variation in the thread on the filler cap of the can often means that the curve of the spout is pointing upwards which obviously renders easy pouring an impossibility. Also the air vent which is usually situated on the spout of the ordinary pourer may come at the bottom, when the distance to which the spout can be screwed on to the can is limited. Thus fuel is wasted from the air vent and the spout defeats its object.

The Pettit idea enables the spout to be given always the same position on any can because the spout itself is not turned for the screwing up action but only the flange. As a matter of actual trial and experiment I have seen a petrol can filled with water for demonstration purposes emptied in twelve seconds through a Pettit pourer. But this was done with one of the larger sizes of the pourer from which the filtering gauze had possibly been removed; with a small size instrument with the gauze in position the time required is naturally longer. By way of comparison I timed myself with the fastest pourer that I had previously met and found that the complete emptying of the can took forty-five seconds. Finally the Pettit has one other real advantage—as soon as the fuel in the tank reaches the end of the pourer itself the petrol immediately ceases to flow, the reason being, of course, that the air vent pipe is closed and, consequently no further air is admitted behind the petrol in the can. Thus it is impossible to overfill a tank.

Like many other good things this petrol pourer has one limitation, which is that the extension of its air vent pipe imposes one of two necessities, either the pipe must be carried separately and screwed on to the pourer when it is required for use, in which case the pourer may be carried in a neat wallet supplied by the makers for the purpose, or if the extension of the air pipe be left normally in position then the whole pourer becomes rather bulky for stowing away.

It is shown in its complete form with the air vent pipe screwed home in the illustration, which also shows an ingenious, but very simple, spanner made by the same firm. At one end this spanner is slotted to fit any of the common sizes of sparking plugs in regular use. At the other end it embodies a screwdriver and is also specially constructed for fitting to the filler cap of the ordinary petrol can which it can open when most other means have failed, and who has not encountered a petrol can that refuses to be opened by the ordinary medium of the end of another can even after it has ruined the spirit-retaining qualities of the implement? J.



Don't be put off with any other 'just as good' polish. You can get 'Nugget' at all good shops.

Make no mistake— insist on getting

"NUGGET"
BOOT POLISH

WHY 'NUGGET'? Because by *specifying* it on your order you make absolutely certain of getting the polish which gives a *quick* shine—a *lasting* shine—a *waterproof* shine.

'Nugget' is made in the following colours: Black, Brown (Tan), Dark Brown, Toney Red, and White for Patent Leather. It is sold everywhere in tins at 4d. and 6d. The 'Nugget' Outfit should be in every home. Sold everywhere, in metal case, at 2/6.

No. 810 C.F.H.

For the Highway, the Byway, the Airway, and the Fairway

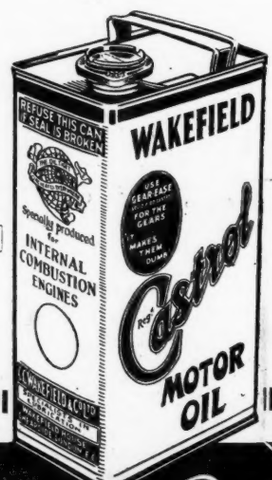
RECORDS ARE MADE
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To obtain the extra mile or so per hour you must have the best of everything for your car — especially lubricating oil.

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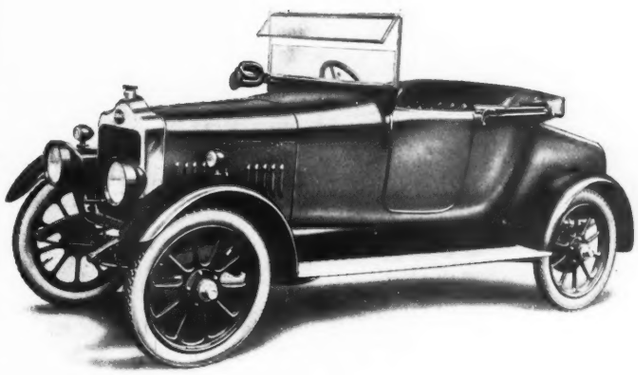
It Sells because it Excels!

The CLASSIC CALCOTT

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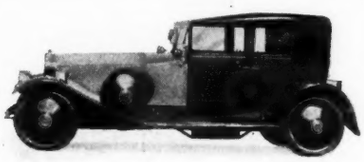


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THE COMING SALES AND THEIR USES

SENSATIONAL SLEEVES. MODES IN TAILOR-MADES.

THE coming sales put a closure on the season's fashions. So far as novelties are concerned there will be nothing doing for the next month, although those in the know have sufficient data to go upon to be able to turn these clearances to profitable account, in the way of garnering together lengths of material, decorative detail, and especially the small accessories of dress that, under ordinary circumstances, contrive to absorb such an unaccountable amount of money.

This, by the way, is particularly applicable to the popular fruit and flower garnitures. The shops specialising in these wares have had to keep an enormous stock, and though the demand has been immense, there is likely to be a large surplus stock to be cleared at appreciable reductions; and in view of the fact that this particular form of decoration promises to be indulged in for some time to come, they unquestionably represent one of the surest of sale purchases, while any and everything going cheap in the guise of silk and velvet fabrics is equally well worth considering.

Approximately 3yds. to 3½yds. of double width material fashions the straight chemise frock that is the basis of half the models now being worn. Crêpe *Marocain*, crêpe de Chine, chiffon velvet and *satin-beauté* are all valuable assets towards that end. Another fashionable fetish to be taken into the closest consideration during the sales is the vogue for contrasting sleeves, since for many of these the really short length practically approximating to remnants may be safely acquired. A notably large saving can also be effected in this regard in brocades for the mediæval type of sleeve, metal embroidered ninons, velvet, lace, and so on.

Sleeves just now are of every conceivable shape, size and character, and they are mounted anywhere. A short Magyar or elbow-length *manche* can be easily transformed into the last word by the addition of wide hanging *poufs* of lace or net and lace, these, after billowing gracefully, being caught to the wrist. Heavy Georgette is invaluable and in such *nuances* as Indian and russet red or fuchsia pink can be turned to account with either serge or satin gowns. Amusing black sleeves come as an *imprévu* note in many a coloured frock. A *ficelle* coloured Georgette displayed long mediæval affairs of black satin, while a cigar brown *Marocain* had sleeves of black velvet that fitted the arm closely to the wrist, where they suddenly developed into a wide bell shape. Embroideries of silk, wool and beads provide yet another successful sleeve vagary, these being used either in tone or in some striking contrast.

A break in the monotonous all-black gown is at last apparent. Needless to say, it is heralded by the *chic* Parisienne, who has quite recently elected to adorn her beloved sombre attire by daring, brilliant splashes of colour, this sometimes occurring in one of the mammoth-sized flat flowers or an entire floral girdle; or, again, it will be little *sous* cuffs and, perhaps, a sash, a long chain of coloured beads or merely some vivid-toned hat. But however it is expressed, this splash of colour is always discreet, never overdone, and obviously chosen with infinite care and knowledge.

To be noted, too, with due significance, are the tailor-mades, three-piece suits and coat-frocks, going south. A great number of the suits are of the simplest character, plain, almost ankle-length skirts and hip-length coats. An assured standby is one of these severe tailor-mades, fashioned of black rep, the semi-fitting coat bound black military braid, and finished with moderate bell sleeves. Accompanied by a smart silk crochet lace jumper, or high collared shirt, black silk stock and muslin or lace *jabot*, this represents morning attire that, worn by the right woman and with the right air, never fails to appeal as the epitome of smartness. Both plain and pleated skirts of effective plaid woollens, mostly in black and white or brown and white, are worn allied with coats of plain self-coloured cloth or velvet; while other coats there are of a like hip length, but more fantastic, that display turned-up hems and are pouched everywhere over narrow belts of suède or the same material. Or else there will be a pouched back, cut separately and mounted on to a belt that fastens across cut-away fronts.

And still more *habile* are tailor-mades made of velvet, *faille* and satin, black for the most part and more often than not trimmed *petit gris*. A coat-frock seen recently carried deep gauntlets of this fur, slit pockets being trimmed with narrow bands of the same pelt and the high collar just turned over with it. Crowning this gown was the quaintest cap thing of rose du Barri silk set within a deep *képi* shaped brim of the *petit gris*. Gowns toned to short straight jackets of fur are a luxury for the moneyed. Thus, with a coat of nutria, there will be worn a frock of cloth a shade or so lighter or darker in tone, a gown of slim, slender proportions, with perhaps a suspicion of drapery at the sides, and completed by a silk or plaque girdle. These slight draperies, it may be mentioned *en passant*, are quite a feature of the latest models; they appear to be merely two or three light folds cunningly arranged on the hips, to dwindle away to nothing at the hem.

L. M. M.



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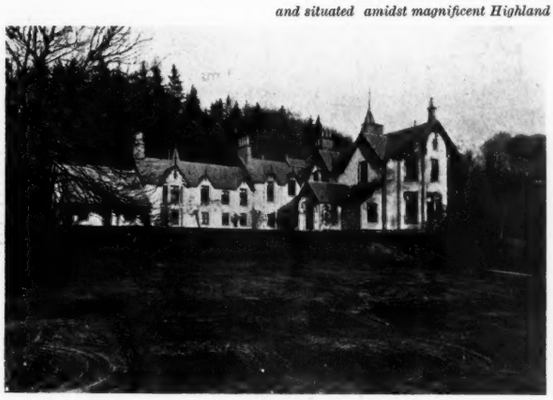
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PICTURESQUE NORMAN SHAW HOUSE,
with about 20 bed and dressing rooms, two baths, and a magnificent suite of entertaining rooms.

ELECTRIC LIGHT, CENTRAL HEATING, GOOD WATER, TELEPHONE.

LOVELY OLD GARDENS, boldly undulating and delightful in every sense of the word. Glorious view.

Capital stabling. Several cottages and farm.

195 ACRES IN ALL:

Or would Sell with less land.

Recommended by Messrs. NICHOLAS, 4, Albany Court Yard, W. 1.

KNIGHT, FRANK & RUTLEY AND WALTON & LEE

THE ESTATE SALE ROOMS, LONDON, W. 1.



BY DIRECTION OF M. F. YORKE, ESQ.

BUCKINGHAMSHIRE

Two miles from Denham (G.W. Ry.), two-and-a-half miles from Uxbridge (Met. and G.W. Rys.) near Fulmer and Stoke Poges, and sixteen miles from Town.

THE FREEHOLD RESIDENTIAL PROPERTY,

known as

HILLBROOK, IVER HEATH

occupying a particularly rural situation, although within easy reach of the Metropolis, and including the especially well-fitted MODERN QUEEN ANNE RESIDENCE, standing 200ft. above sea level on gravel soil; hall, three reception rooms, billiard room, seventeen bed and dressing rooms, four bathrooms, and offices.

Electric light. Central heating. Company's water. Modern drainage.

Good stabling and garage, with chauffeur's rooms.

Delightful gardens and well-timbered grounds, filled with an immense collection of rare and beautiful plants and shrubs, transported from all parts of the world, large walled kitchen and fruit gardens; well-built lodge, gardener's cottage; useful woodland and rich pastures; extending in all to about

96 ACRES.

In the parishes of Iver and Denham, and including TROUT FISHING IN THE RIVER ALDERBOURNE. To be offered for SALE by AUCTION, in conjunction with Messrs. BATTAM & HEYWOOD, in the Hanover Square Estate Room, on Thursday, April 6th, 1922, at 2.30 p.m. (unless previously disposed of Privately).

Solicitors, Messrs. MEYNELL & PEMBERTON, 30, Old Queen Street, Storeys Gate, S.W. 1; Auctioneers, Messrs. BATTAM & HEYWOOD, 20, Davies Street, Berkeley Square, W. 1; and Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, London, W. 1.

BY DIRECTION OF CAPTAIN PHILIPSON.

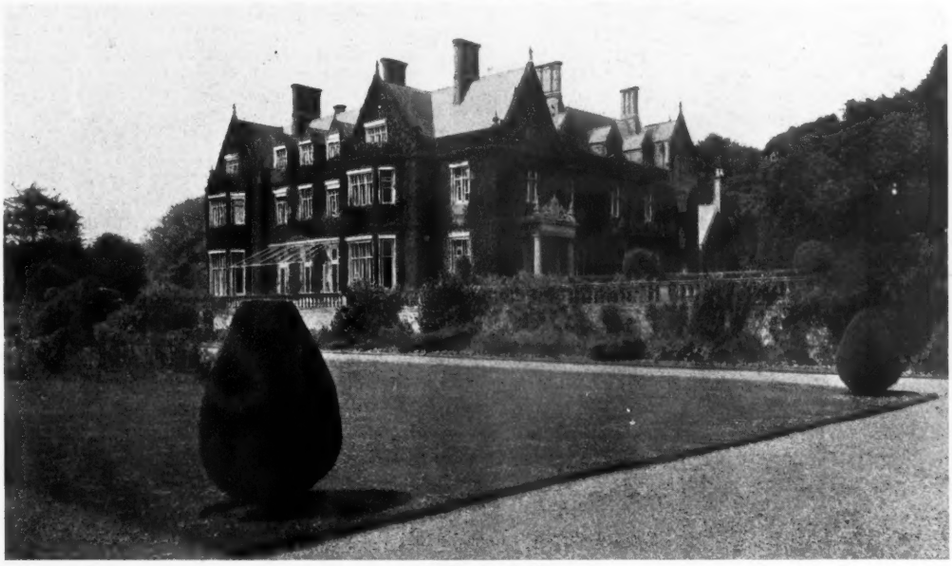
HAMPSHIRE

ABOUT FOUR-AND-A-HALF MILES FROM ANDOVER AND TWELVE MILES FROM SALISBURY.

THE VALUABLE FREEHOLD RESIDENTIAL, SPORTING AND MANORIAL ESTATE, KNOWN AS

AMPORT ST. MARY'S

IN THE CENTRE OF A FAMOUS SHOOTING DISTRICT,



extending to about

1,538 ACRES

and including

NOTED PARTRIDGE GROUND, GOOD COVERT SHOOTING, AND EXCELLENT TROUT FISHING.

The Estate comprises an ATTRACTIVE MANSION, erected in 1857, and completely equipped with *duplicated electric light installation, central heating, capital water supply, and electric power fire extinguishing plant.* Two oak-panelled halls, four reception rooms, billiard room, boudoir, eighteen principal bed and dressing rooms, eight bathrooms, and servants' bedrooms; fine block of stabling with thirteen loose boxes and three stalls, garage and coach-house; laundry and saw mills worked by electric power. Park of about 200 acres and pinetum with splendid specimen trees; nine-hole golf course; three productive corn and stock farms. Additional shooting adjoining can be rented. Also A SPORTING PROPERTY, called QUARLEY HILL, within about a mile of the main estate, and consisting of capital sheep pasturage and a prolific rabbit warren, extending to about 218 ACRES. To be offered for SALE by AUCTION early in the Spring.

Solicitors, Messrs. COOPER & GOODGER, 18, Market Street, Newcastle. Land Agent, Mr. W. J. ALLISON, Estate Office, Amport, Andover.
Auctioneers, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, London, W. 1.

WARWICKSHIRE

One mile from Kenilworth Station, three-and-a-half miles from Leamington, and four miles from Warwick.

THE THICKTHORN ESTATE, KENILWORTH

THIS IMPORTANT RESIDENTIAL AND SPORTING ESTATE,
WITH A WELL-BUILT RESIDENCE IN THE TUDOR STYLE,

occupies a delightful position about 300ft. above sea level. It is approached by a winding carriage drive, and contains lounge hall, three reception rooms, billiard room, business room, twelve bed and dressing rooms, two bathrooms, and adequate offices.

Electric light. Central heating. Company's water.

Model stabling for ten, garage for six, covered washing yard, STUD FARM, STUD GROOM'S HOUSE, COTTAGES, BEAUTIFUL OLD GROUNDS AND PARKLANDS embracing an area of about

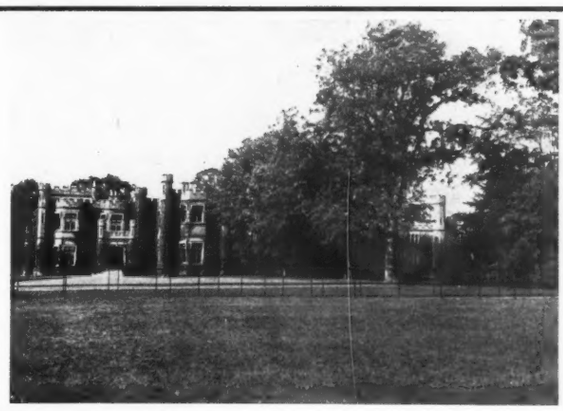
107 ACRES.

Additional land up to 210 ACRES in all could be acquired, including KENILWORTH LODGE with THREE ACRES, and THE WOODLANDS with TWELVE ACRES, being medium-sized Residences within easy reach of Kenilworth Station. The whole Property has been well maintained.

Hunting with the North Warwickshire and the Warwickshire Foxhounds.

FOR SALE BY PRIVATE TREATY, OR BY AUCTION IN THE SPRING.

Agents, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, London, W. 1.



KNIGHT, FRANK & RUTLEY,
AND
WALTON & LEE,

20, Hanover Square, W. 1.
90, Princes Street, Edinburgh.
78, St. Vincent Street, Glasgow.
41, Bank Street, Ashford, Kent.

Telephones:
3066 Mayfair (4 lines).
146 Central, Edinburgh.
2716 ,, Glasgow.
17 Ashford.

(Knight, Frank & Rutley's advertisements continued on pages iii., xiv. and xv.)

Telephone: Gerrard 37

HAMPTON & SONS

Telegrams: "Selaniet, Piccy, London."

(For continuation of advertisements see page viii.)

MESSRS. HAMPTON & SONS' NEW PRINTED REGISTERS OF LANDED ESTATES AND COUNTRY PROPERTIES TO BE SOLD OR LET, UNFURNISHED OR FURNISHED, ARE NOW READY AND MAY BE OBTAINED (POST FREE 1/-) ON APPLICATION TO THE ESTATE AND AUCTION OFFICES, 20, ST. JAMES' SQUARE, S.W. 1.

BY DIRECTION OF THE EXORS. OF THE LATE H. J. KING, ESQ.

HERTFORDSHIRE

FOR SALE.

THE EXCEPTIONALLY CHOICE RESIDENTIAL AND SPORTING ESTATE

of

"POLES," WARE

Two miles from station, 50 minutes' rail, and 24 miles by road from London, one of the most attractive parts of the county.



The beautiful JACOBEAN HOUSE occupies a high position on deep gravel soil in its GRANDLY TIMBERED UNDULATING PARK, with three long carriage drives and lodge entrances. Oak-panelled entrance hall, a very fine galleried hall in oak, five reception rooms, boudoir, 25 bed and dressing rooms, nine bathrooms; complete offices and men's rooms; electric light, central heating; fire appliances, splendid water supply, etc., etc. Model laundry. VERY BEAUTIFUL PLEASURE GROUNDS AND GARDENS. Large walled kitchen garden and modern glasshouses in teak; gardeners' and butlers' houses. Excellent stabling and garage with men's quarter. Completely equipped home farm (with possession); also four farms, three small residences, numerous cottages and village properties, the whole being about

1,255 ACRES

in extent and providing EXCELLENT SHOOTING, FISHING AND HUNTING. The River Rib bounds the estate for about a mile. The house, park and home farm, about 553 acres, might be purchased separately.

Full particulars of the Sole Agents, Messrs. LOFTS & WARNER, 130, Mount Street, W. 1, or HAMPTON & SONS, 20, St. James' Square, S.W. 1.

ON THE BERKSHIRE HILLS

NEAR HENLEY, BUT 400FT. ABOVE SEA.

FOR SALE.

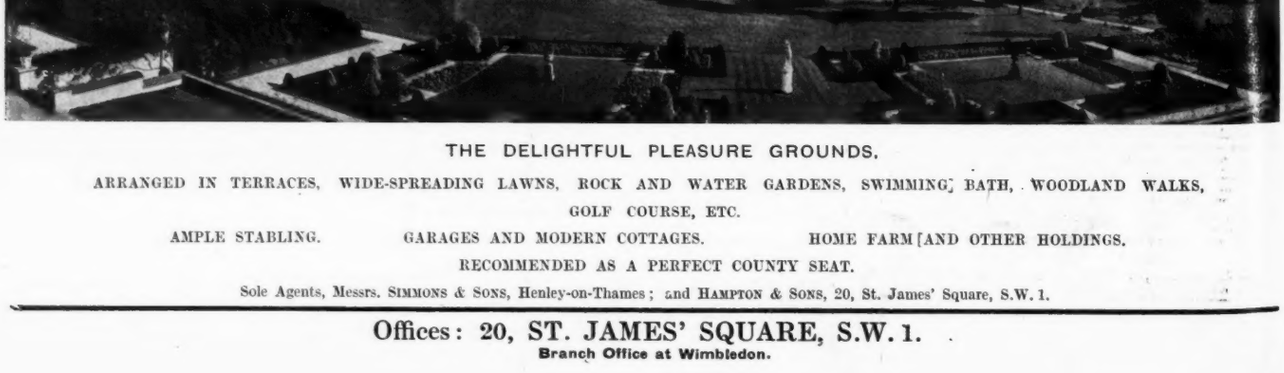
AN EXCEEDINGLY BEAUTIFUL AND UNIQUE RESIDENTIAL ESTATE OF

200 OR 800 ACRES

THE PERFECT HOUSE occupies a grand position commanding views of great extent and beauty through glades in the surrounding woodlands.

CHARMING LOUNGE HALL, FOUR RECEPTION ROOMS, BILLIARD ROOM, NINE BEST BED AND DRESSING ROOM IN SUITES, SEVEN BATHROOMS, AND AMPLE SECONDARY AND SERVANTS' ROOMS.

ELECTRIC LIGHT. CENTRAL HEATING. TELEPHONE; ETC., ETC.



THE DELIGHTFUL PLEASURE GROUNDS.

ARRANGED IN TERRACES, WIDE-SPREADING LAWNS, ROCK AND WATER GARDENS, SWIMMING BATH, WOODLAND WALKS, GOLF COURSE, ETC.

AMPLE STABLING. GARAGES AND MODERN COTTAGES. HOME FARM AND OTHER HOLDINGS.

RECOMMENDED AS A PERFECT COUNTY SEAT.

Sole Agents, Messrs. SIMMONS & SONS, Henley-on-Thames; and HAMPTON & SONS, 20, St. James' Square, S.W. 1.

Offices: 20, ST. JAMES' SQUARE, S.W. 1.

Branch Office at Wimbledon.

Telephone No. 1938 Regent.

OSBORN & MERCER

Telegraphic Address: "Overbid-Piccy, London."

"ALBEMARLE HOUSE," 28b, ALBEMARLE STREET, PICCADILLY, W. 1.



WILTS AND SOMERSET BORDERS.

In a picturesque part, and about half-a-mile from a good station.

TO BE SOLD, A SUBSTANTIALLY BUILT RESIDENCE of considerable character, erected from the designs of a celebrated architect, approached by a long drive, facing south and west, and containing four reception rooms, twelve bedrooms, bathroom, etc. It is in excellent order, and fitted with all the latest improvements, including CENTRAL HEATING. GAS. TELEPHONE. MODERN DRAINAGE.

Stabling for four horses, heated garage, etc. Delightful gardens with tennis and other lawns, rock garden, ornamental water, grotto, walled kitchen garden, orchard, pastureland, etc.; in all about

50 ACRES.

GOLF, HUNTING, FISHING, AND BOATING in the district.

Agents, Messrs. OSBORN & MERCER, as above. (13,758.)

ONE MILE OF SALMON FISHING.

MONMOUTHSHIRE.—TO BE SOLD, a substantially built MODERN RESIDENCE, approached by a carriage drive with lodge at entrance, and containing lounge hall, four reception rooms, and twelve principal bed and dressing rooms, servants' accommodation, etc.

ELECTRIC LIGHT. CENTRAL HEATING.

Stabling for several horses, coach-house, groom's cottage, etc. Delightful gardens of great natural charm, tennis and other lawns, walled fruit and vegetable garden, glasshouses, etc. SHOOTING BOX. HOME FARM. COTTAGES.

The whole embracing an area of about

270 ACRES.

Agents, Messrs. OSBORN & MERCER, as above. (13,739.)

NORTHANTS.

In a first-rate social and hunting district.

TO BE SOLD,

A HANDSOME MODERN RESIDENCE, standing about 350FT. UP IN A WELL-TIMBERED PARK. It contains entrance hall, four reception rooms, ballroom, eighteen bed and dressing rooms, four bathrooms, and complete offices. Every modern convenience is installed, including ELECTRIC LIGHT, CENTRAL HEATING, TELEPHONE, AND MODERN DRAINAGE. Capital stabling for twelve horses, garage for four cars, groom's quarters, fitted with electric light and bathrooms.

Beautifully timbered gardens with three tennis lawns, squash racquet court, flower beds and borders, walled kitchen garden, orchards, etc., HOME FARM, BAILIFF'S HOUSE, THREE COTTAGES; in all nearly

180 ACRES.

First-class hunting with the Grafton and Pytchley Hunts.

Agents, Messrs. OSBORN & MERCER, as above. (13,635.)

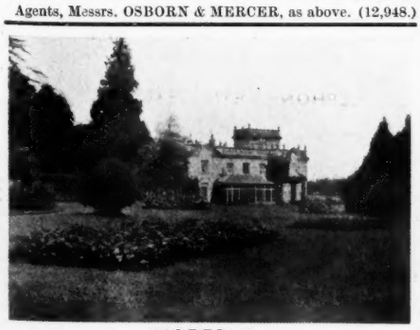
BERKS AND WILTS BORDERS. — For SALE, an attractive GEORGIAN RESIDENCE,

standing in a WELL-TIMBERED PARK, about 500FT. UP with delightful views. It contains hall, four reception rooms, billiard room, sixteen bedrooms, etc. MODERN CONVENIENCES, including electric light, certified drainage, telephone and good water supply; capital stabling and garage. Well laid-out pleasure gardens, with squash racquet court, walled kitchen garden, and orchard. Two medium-sized farms, several cottages, etc.; in all about

370 ACRES.

EXCELLENT SHOOTING and FISHING on the property.

Agents, Messrs. OSBORN & MERCER, as above. (12,948.)



NORFOLK.

About one-and-a-half miles from a station, and five miles from the county town.

TO BE SOLD,

THIS HANDSOME RESIDENCE, FACING SOUTH, in a GRANDLY TIMBERED PARK, approached by two drives with lodge entrances, and containing entrance hall, four reception rooms, billiard room, fifteen bed and dressing rooms, etc. ACETYLENE GAS is installed, and there is MODERN DRAINAGE, and an excellent water supply; capital stabling and garage.

The well-timbered pleasure gardens are of great natural beauty, and include tennis and other lawns, rose garden, clipped yew hedges, walled kitchen garden, range of glasshouses, etc., which, with the park and woodlands, extend to

ABOUT 130 ACRES.

Further particulars of the Agents, Messrs. OSBORN and MERCER, as above. (13,732.)

NORTH RIDING (one-and-a-half miles from a station).—To be SOLD, a GENUINE QUEEN ANNE RESIDENCE,

occupying a picked position in the midst of delightful scenery. It stands on LIGHT SOIL, with SOUTH ASPECT, and contains lounge hall, three reception rooms, ten bed and dressing rooms, bathroom, and excellent offices.

COMPANY'S WATER. MODERN DRAINAGE. ACETYLENE GAS.

Stabling for six horses, range of useful buildings, laundry, cottage, etc. Attractive gardens and grounds; prolific walled kitchen garden, which, with some sound arable and well-timbered pastureland, extend to about

30 ACRES.

Hunting, fishing and golf in the district.

Agents, Messrs. OSBORN & MERCER, as above. (13,735.)

SUSSEX (half-a-mile from a station).—TO BE SOLD, A CHOICE RESIDENTIAL PROPERTY,

with a charming XVIth century House, with modern additions, replete with all modern improvements, including ELECTRIC LIGHT, CENTRAL HEATING, COMPANY'S WATER, TELEPHONE. IT FACES SOUTH, in beautifully timbered lands, is approached by a drive, and contains lounge hall, three reception rooms, billiard room, sixteen bed and dressing rooms, three bathrooms, and complete offices; stabling for several horses, coach-house, garage, etc.

Gardens of unusual beauty laid out in terraces, sunk Italian garden, two tennis lawns, fruit and vegetable gardens, orchard, etc.; home farm, bailiff's house, six cottages; together with over

200 ACRES,

all of which is in hand. Would be divided.

CHAIN OF ORNAMENTAL LAKES providing boating and fishing.

Agents, Messrs. OSBORN & MERCER, as above. (13,760.)

HERTS.

Situate in one of the best residential districts of the favourite county.

TO BE SOLD,

AN IMPOSING MANSION,

standing about 500ft. above sea in a heavily timbered undulating park, and approached by four drives, three with lodge entrances. The accommodation comprises six stately reception rooms, fourteen principal bed and dressing rooms, four bathrooms, and ample servants' apartments. It is in first-class order, and fitted with ELECTRIC LIGHT, CENTRAL HEATING, MODERN DRAINAGE. Splendid stabling for twelve horses, coach-house, garage, men's rooms, etc. Delightful old pleasure grounds with Italian garden, terrace walk, lake, etc.; two homesteads and several cottages; in all nearly

650 ACRES,

of which about 80 acres are well placed woods affording CAPITAL SHOOTING.

Sole Agents, Messrs. OSBORN & MERCER, as above. (13,441.)

GLOS (two miles from a station).—TO BE SOLD, an ATTRACTIVE OLD-FASHIONED RESIDENCE,

approached by a long carriage drive, facing south, about 300ft. up, and commanding delightful views. It contains lounge hall, four reception rooms, eleven bed and dressing rooms, etc.

It is in thorough repair throughout and fitted with modern conveniences, including CENTRAL HEATING, MODERN DRAINAGE, and CAPITAL WATER SUPPLY.

FIRST-RATE STABLING. FARMERY. THREE COTTAGES.

Enjoyable gardens with terraced walk, tennis lawn, rose garden, kitchen garden, etc., which, with some rich pasture and woodland, extend in all to about

45 ACRES.

Excellent hunting and golf in the neighbourhood.

Agents, Messrs. OSBORN & MERCER, as above. (13,725.)

ESSEX AND HERTS BORDERS.

FOR SALE,

AN ATTRACTIVE RESIDENTIAL AND SPORTING ESTATE of

ABOUT 1,000 ACRES,

lying well together in a complete ring fence, with a first-rate House, occupying a beautiful situation on high ground in a finely timbered park in which is an extensive lake.

The Mansion contains five reception rooms, billiard, about 20 bedrooms, and four bathrooms.

ELECTRIC LIGHT. EXCELLENT WATER SUPPLY.

Delightful old-world grounds, several farms with good houses and homesteads.—Plan and further particulars of the Agents, OSBORN & MERCER. (13,511.)

BETWEEN LINCOLN AND GRANTHAM,

and close to a main line station.

TO BE SOLD, a WELL-ARRANGED RESIDENCE,

with modern conveniences, including lighting, up-to-date drainage, and splendid water supply. It has SOUTH ASPECT, and contains four reception rooms, twelve bed and dressing rooms, three bathrooms, and ample offices.

EXCELLENT STABLING. GARAGE. COTTAGE.

Delightful gardens, with two tennis courts, vegetable and flower gardens, which, with some pasture and a little arable, extend in all to about

45 ACRES,

Would be divided. GOOD HUNTING.

Further particulars of the Agents, Messrs. OSBORN and MERCER, as above. (13,691.)

SALMON AND TROUT FISHING.

DEVON.

In a beautiful part of the county.

TO BE SOLD, AT A VERY REASONABLE PRICE, A RESIDENTIAL AND SPORTING ESTATE, with a delightfully situated Residence, standing about 500FT. UP, and containing four reception rooms, sixteen bed and dressing rooms, two bathrooms, etc. ELECTRIC LIGHT, CAPITAL WATER SUPPLY.

Beautiful gardens, with tennis and croquet lawns, ornamental ponds, walled kitchen garden, vinery, orchards, etc.; good stabling, several farms, cottage holdings, and a SECONDARY RESIDENCE; the whole extending to about

560 ACRES.

The Residence and about 130 ACRES to include the fishing, would be Sold separately.

Full particulars and plan of the Agents, Messrs. OSBORN and MERCER, as above. (13,611.)



BURY ST. EDMUND'S (in this favourite district).—TO BE SOLD, the above GENUINE GEORGIAN RESIDENCE,

standing 250FT. UP, on GRAVEL SOIL. It is approached by a carriage drive and contains hall, four reception rooms, thirteen bed and dressing rooms, etc.

A large sum of money has recently been expended on the House, and it is now in first-rate order throughout, with ELECTRIC LIGHT, CENTRAL HEATING, and SPLENDID WATER SUPPLY.

GOOD STABLING, GARAGE, TWO COTTAGES.

Very enjoyable gardens with tennis courts, croquet lawn, rose garden, herbaceous borders, etc., surrounded by nicely timbered grounds; the whole extending to nearly

20 ACRES.

FISHING on the Property, and HUNTING, SHOOTING and GOLF in the district.

Further particulars of the Agents, Messrs. OSBORN and MERCER, as above. (13,710.)

BEDS (close to a station on the Mid. Ry.).—To be SOLD, a particularly CHOICE FREEHOLD PROPERTY, with an attractive TUDOR RESIDENCE,

standing 370FT. ABOVE SEA, with SOUTH ASPECT, and commanding grand views. It contains hall, three reception rooms, ten bed and dressing rooms, bathroom, and usual offices.

COMPANY'S WATER. ELECTRIC LIGHT. CENTRAL HEATING. FIRST-RATE ORDER.

Capital stabling and garage, ample buildings, also farmhouse and two cottages; in all about

75 ACRES:

Chiefly rich pasture.

Further particulars of the Agents, Messrs. OSBORN and MERCER, as above. (13,720.)

SHROPSHIRE.

In a picturesque district, about a mile from a station.

TO BE SOLD.

AN EXCELLENT RESIDENCE, *in first-rate order throughout, and fitted with all modern conveniences, including ELECTRIC LIGHT, CENTRAL HEATING, SPLENDID WATER SUPPLY, AND MODERN DRAINAGE. IT OCCUPIES a unique situation 500FT. UP, with SOUTH ASPECT, commands grand panoramic views, and contains*

Lounge hall, three reception rooms, billiard room, nine or ten bed and dressing rooms, two bathrooms, and convenient offices.

CAPITAL STABLING. OUTBUILDINGS. COTTAGE.

Enjoyable gardens with two tennis courts, walled kitchen garden, glasshouses, well-timbered pasture, etc.; in all about

FIFTEEN ACRES.

TROUT FISHING on the Property, and GOOD HUNTING AND SHOOTING in the district.

Agents, Messrs. OSBORN & MERCER, as above. (13,752.)



BERKSHIRE (five miles from an important town, with first-rate service to Town in about three-quarters of an hour).—To be SOLD, a choice RESIDENTIAL ESTATE of over

300 ACRES,

with an attractive Residence of Tudor character, standing in a WELL-TIMBERED PARK, on GRAVEL SUBSOIL, with SOUTH-EASTERLY ASPECT, and containing halls, five reception rooms, about fifteen bed and dressing rooms, two bathrooms, and extensive offices.

It has recently been redecorated, and is up to date with all the latest improvements, including ELECTRIC LIGHT, CENTRAL HEATING, MODERN SANITATION and TELEPHONE.

CAPITAL STABLING for twelve, GARAGE for several cars, men's rooms, two lodges, and seven cottages.

DELIGHTFUL GARDENS, with terraced walks, rose garden, two walled kitchen gardens, range of glass; MODEL HOME FARM, ETC.

HUNTING. SHOOTING. FISHING, and boating in a river bounding the Estate.

Plan and further particulars of the Agents, Messrs. OSBORN & MERCER, as above. (13,718.)

Telephone: Gerrard 37

HAMPTON & SONS

Telegrams: "Selanlet, Piccy, London."

(For continuation of advertisements see page vi.)

MESSRS. HAMPTON & SONS' NEW PRINTED REGISTERS OF LANDED ESTATES AND COUNTRY PROPERTIES TO BE SOLD OR LET UNFURNISHED OR FURNISHED, ARE NOW READY AND MAY BE OBTAINED (POST FREE 1/-) ON APPLICATION TO THE ESTATE AND AUCTION OFFICES, 20, ST. JAMES' SQUARE, S.W.1.



QUAINT OLD BLACK AND WHITE HOUSE.
WITH NEARLY 60 ACRES.

KENT

Near the coast, 500ft. up, but well sheltered.

FOR SALE, the above interesting small HOUSE, having lounge hall, with open fireplace, drawing room, dining room, morning room, seven bed and dressing rooms, bathroom, etc.

COTTAGE OF FIVE ROOMS. SMALL FARMERY.

Pretty gardens, tennis and croquet lawn, kitchen garden, orchard, excellent grassland.

Full details of HAMPTON & SONS, 20, St. James' Square, S.W. 1. (R 25,932.)



SOUTH DOWNS

TWO MILES MAIN LINE AND 45 MINUTES FROM TOWN.

GLORIOUS VIEWS OVER A WIDE AREA.

FOR SALE, at a greatly reduced price, EXCELLENT MODERN RESIDENCE, well maintained and in good repair; four reception, eleven bedrooms; stabling; good hall, bath (h. and c.); cottage.

SOUTH ASPECT.

Company's water and gas. Village a quarter of a mile.

BEAUTIFUL GROUNDS,

with tennis and croquet lawns, rockeries, orchard, range of glass, woodland and meadowland, etc.

Highly recommended by HAMPTON & SONS, 20, St. James' Square, S.W. 1. (C 31,861.)



BOURNEMOUTH

(BEST PART).

FOR SALE, FREEHOLD, the above modern RESIDENCE,

containing lounge hall, three reception, bath, six bedrooms, and offices; two staircases. Central heating.

Co.'s water, gas and electric light, main drainage, telephone.

GARDEN ABOUT HALF-AN-ACRE.

SITE FOR GARAGE.

Full particulars from HAMPTON & SONS, 20, St. James' Square, S.W. 1. (H 13,924A.)



GOOD SPORTING DISTRICT.

DEVON

(in a delightful part of the country, near the Dorset border).

TO BE SOLD, a substantially built Devonshire COUNTRY HOUSE, standing high, with good views. Contains lounge hall, three reception, ten bedrooms, billiard room, bathroom, etc.

ELECTRIC LIGHT. CO.'S WATER.

Good stabling, garage, outbuildings, and small farmery; well-timbered gardens and grounds, extending to

ABOUT EIGHT ACRES.

BOATING, BATHING, FISHING, HUNTING, GOLF.

HAMPTON & SONS, 20, St. James' Square, S.W. 1. (C 32,931.)



ONE HOUR SOUTH OF TOWN

WITH HISTORICAL ASSOCIATIONS.

TO BE LET, UNFURNISHED.

THIS FINE OLD HOUSE is in splendid order, stands in grandly timbered grounds right in the country, about two miles from favourite market town; four reception and full-sized billiard rooms, sixteen bed and dressing rooms, two baths.

ELECTRIC LIGHT. TELEPHONE.
Drive with lodge entrance.

Golf and hunting. STABLING, FARMERY, COTTAGE.

Tennis lawn, kitchen garden, wood and grassland; in all nearly

30 ACRES.

RENT £300 PER ANNUM. MODERATE PREMIUM.

Agents, HAMPTON & SONS, 20, St. James' Square, S.W. 1. (C 12,363.)



NEW FOREST

In a glorious position, 230ft. above sea level, and away from roads.

GOLF COURSE NEAR.

FOR SALE, this conveniently planned modern RESIDENCE enjoying beautiful views and standing in nicely timbered grounds of THIRTEEN ACRES. Contains lounge hall, three reception, eight bedrooms, bathroom, and offices; central heating, modern sanitation. The gardens are beautifully laid out and there is a nine acre field.

STABLING. LARGE GARAGE. SANDY SOIL.

For particulars and terms apply HAMPTON & SONS, 20, St. James' Square, S.W.1.



PRICE ONLY £2,750.

ISLE OF WIGHT

Delightfully situated. Lovely views and walks. Easy reach of Ventnor and Cowes.

ONE-AND-A-HALF MILES FROM THE SEA.

PICTURESQUE OLD-FASHIONED STONE-BUILT RESIDENCE in fine old grounds of about four acres; lounge hall, three reception, six bedrooms, bath; stabling, garage, and excellent five-roomed cottage; tennis and croquet lawn, excellent kitchen garden, paddock, etc. Convenient for yachting, golf and hunting.

AN IDEAL RETREAT.

POSSESSION ON COMPLETION.

Agents, HAMPTON & SONS, 20, St. James' Square, S.W. 1.



A REALLY DELIGHTFUL MODERN RESIDENCE ON TWO FLOORS

embracing all up-to-date ideas in force a few years before the war, at a price unprocurable in building to-day.

MAIN LINE. 30 MINUTES CITY AND WEST END. FIRST-CLASS GOLF. ONE OF THE MOST FAVOURED PARTS ON THE SOUTHERN SIDE.

Electric light, Telephone, S.W. aspect, Garage, Gas, Co.'s water, Main drainage. Cottage.

Sunny, bright and cheerful suite of reception rooms, parquet floors, well portioned and exceptionally fitted, large hall, nine bed and dressing rooms, two baths, servants' hall.

Most attractive pleasure grounds extending to

ONE-AND-A-HALF ACRES.

Highly recommended by HAMPTON & SONS, 20 St. James' Square, S.W. 1.



TO BE LET, UNFURNISHED.

HERTS

Beautiful rural situation, high, with nice views.

CHOICE COUNTRY PROPERTY, with fine grounds and parklands of 40 ACRES; large hall, dining room, library, billiard room, fine drawing room, morning room, thirteen bed and dressing rooms, two bathrooms.

Electric light. Heating. Telephone.

Dairy, etc.; garage for four cars, stabling, and lodge, cottages. Beautiful GARDENS, tennis and croquet courts, rose gardens, ornamental water, rock garden, kitchen garden, glasshouses. The Property is surrounded by a beautiful woodland walk.

RENT £400 PER ANNUM.

Inspected and strongly recommended by HAMPTON and SONS, 20, St. James' Square, S.W. .. (R 809.)

Telegrams: "Giddys, London." Telephone: Regent 5322 (3 lines).

MESSRS. GIDDY & GIDDY

AUCTIONEERS, ESTATE AGENTS AND SURVEYORS, 11a, REGENT STREET, S.W. 1.

Branch Offices—Sunningdale (for Ascot)—Telephone 73 Ascot; Maidenhead (for the Thames-side District)—Telephone 54; and Windsor—Telephone 73.

SOUTH DEVON.

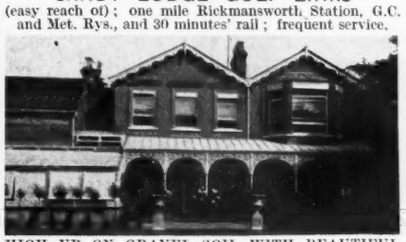
Within two miles of TEIGNMOUTH; a delightful situation, with lovely views.



TO BE LET, Furnished or Unfurnished, this most attractive modern COUNTRY HOUSE, with fifteen acres of delightful grounds and parklands, with long drive and entrance lodge. It contains large central hall, four reception rooms (some opening to the grounds), ten bed and dressing rooms, two bathrooms, servants' hall, etc. CENTRAL HEATING, GAS, MAIN WATER, TELEPHONE; stabling, garage, and chauffeur's cottage. Fine old lawns, including tennis court, rose garden, large walled garden, range of glass, and two paddocks. Rent, Unfurnished, with garden and pleasure grounds, £150 per annum; grassland extra.—Personally inspected and strongly recommended by the Agents, Messrs. GIDDY and GIDDY, 11A, Regent Street, S.W. 1.

SANDY LODGE GOLF LINKS

(easy reach of); one mile Rickmansworth Station, G.C. and Met. Rys., and 30 minutes' rail; frequent service.



HIGH UP ON GRAVEL SOIL WITH BEAUTIFUL VIEWS.

TO BE SOLD, this charming old-fashioned RESIDENCE, containing billiard room, three reception rooms, six bedrooms, good offices, two bathrooms; gas, main drainage, telephone; stabling, garage, living rooms, cottage; pretty and well-timbered old grounds with tennis lawn, rose garden, two kitchen gardens, beautiful grass orchard, etc. Fishing for about one-and-a-half miles in the River Gade.—Inspected and recommended by the Agents, Messrs. GIDDY & GIDDY, 11A, Regent Street, S.W.1.

A BARGAIN.

AND OF SPECIAL INTEREST TO CITYMEN.



£2,750 (subject to contract and being unsold) will purchase this picturesque old-fashioned Freehold HOUSE, with lovely old grounds and well-timbered pastureland; in all over TWELVE ACRES. First-class stabling, excellent outbuildings, farmery, range of glass, etc.; billiard and three reception rooms, two bath, and ten bed and dressing rooms, servants' hall, etc. COMPANY'S WATER. MAIN DRAINAGE. TELEPHONE.

Sole Agents, Messrs. GIDDY & GIDDY, 11A, Regent Street, S.W. 1.

NEAR THE FAMOUS SUNNINGDALE GOLF LINKS

ONLY JUST IN THE MARKET. FOR SALE BY PRIVATE TREATY.



THIS EXCEPTIONALLY choice and remarkably well-built medium-sized RESIDENCE, of picturesque design, enjoying a lovely position, reached by a long carriage drive, surrounded by delightful pleasure grounds and woodlands. It contains outer and inner halls, library, dining and double drawing rooms, ten bed and dressing rooms, bath (h. and c.), and complete domestic offices: central heating, lighting, Company's water, and telephone installed.

Large garage, and two unusually good and commodious cottages.

Wide terrace and other walks, pretty lawns, rose and rock gardens, well-stocked kitchen and fruit garden, small range of glass, etc.

ALL IN EXCELLENT ORDER.

For terms and further particulars of this choice Freehold Property, apply to the Agents, GIDDY & GIDDY, Sunningdale, who strongly recommend it from personal inspection. Photos at their offices.

Eight miles from the coast, and near good golf links. A remarkably healthy spot on gravel soil.



KENT, CANTERBURY (four miles from; one-and-a-half miles from nearest station, and on the outskirts of a quaint old-world village).—To be SOLD, or would be LET Furnished, exceptionally attractive old-fashioned COUNTRY HOUSE, in excellent order. Contains lounge hall, three reception rooms, nine bed and dressing rooms, TWO BATHROOMS, servants' hall, etc.; Company's water; stabling, garage, cottage. BEAUTIFULLY TIMBERED OLD GROUNDS of FOUR-AND-A-HALF acres, with wide spreading lawns, tennis lawn, fruit and kitchen gardens, glasshouses, orchard, and paddock. Recommended by the Agents, Messrs. GIDDY and GIDDY, 11A, Regent Street, S.W. 1.

GIDDY & GIDDY, Auctioneers and Estate Agents, 11a, REGENT STREET, S.W. 1.

AUCTIONEERS AND VALUERS. LAND AND ESTATE AGENTS.

GEERING & COLYER

LONDON: 2, KING STREET, ST. JAMES'S, S.W. 1. Telephone: Gerrard 3801.

ASHFORD: KENT. Telephone: Ashford 25 (2 lines).

RYE: SUSSEX. Telephone: Rye 55.

KENT HIGHLANDS.

20 miles London; facing south; unrivalled views.

TO BE SOLD, OR LET, UNFURNISHED.



THE ABOVE MODERN RESIDENCE, designed by Sir Alex. Stenning; three reception rooms, billiard room, ten bedrooms, bathroom, two dressing rooms (one fitted with bath and basin); stabling for five, coach-house, two garages; electric light, telephone, main water; delightful gardens and grounds; model farmery; 30 acres. FREEHOLD, £7,000, or on Lease, £225 per annum, with moderate premium.

KENT AND SUSSEX BORDERS.

SPORTING DISTRICT. LOVELY VIEWS.

TO BE SOLD.



THE ABOVE CHARMING RESIDENCE, built in Italian villa style, facing south; two reception, conservatory, bathroom, and four bedrooms. The grounds have been tastefully laid out, and include lawns and shrubberies, well stocked kitchen garden and productive orchard; in all about TWO ACRES. Garage; gas and water.

FREEHOLD, £3,500.

FULL PARTICULARS, GEERING & COLYER, AS ABOVE.

MESSRS. G. H. BAYLEY & SONS

(Established over half-a-century),

LAND AGENTS AND SURVEYORS,

CHELTENHAM SPA. And at BROADWAY, Worcs.

AGENTS FOR PROPERTIES IN THE COTSWOLD, NORTH COTSWOLD, AND V.W.H. DISTRICTS.



OF INTEREST TO ARTISTS, ANTIQUARIANS AND OTHERS.

WESTERN MIDLANDS.—TO BE SOLD, the above historical XIIITH-XIVTH CENTURY MONASTIC GRANGE, which has been carefully restored and added to. Accommodation: Refectory hall, study, dining room, morning room, nine bedrooms, panelled bedroom, three bathrooms; modern improvements; central heating, water laid on. Old-world garden with tennis lawn. Personally inspected and recommended. PRICE £7,000.—Apply BAYLEYS, Agents, Cheltenham Spa.

Estate Offices, 4, Promenade, Cheltenham (Tel. 102) and Broadway, Worcs.

ESTABLISHED 1840. Telephone: Regent 381.

GLASIER & SONS

(FORMERLY OF ST. JAMES'S STREET)

CHARTERED SURVEYORS, AUCTIONEERS, VALUERS, HOUSE AND ESTATE AGENTS, GRAFTON HOUSE, 12 & 13, GRAFTON STREET, PICCADILLY, W.1, and at HASTINGS.

IN A FAVOURITE PART OF HERTFORDSHIRE.



FINE GEORGIAN RESIDENCE

with about eight-and-a-half acres. Residence comprises nine principal, four secondary bedrooms, two bathrooms, four reception rooms, billiard room, and finely proportioned music and ballroom, well-arranged domestic offices; three four-roomed cottages; stabling for five, with coach-house, etc.; laundry over; gas, telephone, Company's water, main drains; small farmery; tastefully laid-out pleasure grounds with walled-in kitchen garden, tennis lawn, vinery, greenhouse and paddocks. Possession at Michaelmas. In excellent condition.—Full particulars Messrs. GLASIER & SONS, as above.

BRUTON, KNOWLES & CO.

ESTATE AGENTS,

SURVEYORS AND AUCTIONEERS,

ALBION CHAMBERS, KING STREET,

Telegrams: "Brutons, Gloucester." GLOUCESTER.
Telephone: No. 967 (two lines).

WYE VALLEY DISTRICT.

£1,800.—A detached RESIDENCE, situate about 750ft. above sea level, commanding most beautiful views of delightful country, containing two reception, six bedrooms, usual offices; stable and outbuildings; small bungalow; grounds and two orchards of choice fruit trees; in all about EIGHT ACRES. Telephone; post office, church, etc., one mile.—Further particulars of BRUTON, KNOWLES & CO., as above. (c 129.)

PRICE £1,400.—An attractive detached RESIDENCE, pleasantly situate about nine miles from Gloucester; half-a-mile from G.W. Ry., one mile from Mid. Ry. stations, and within a few minutes' walk of church, post and telegraph office. It faces south, and contains lounge hall, two reception, seven bed and dressing, bath, usual offices, and excellent cellars; attractive garden grounds of about three-quarters of an acre; water and gas are laid on.—Full particulars of BRUTON, KNOWLES & CO., as above. (s 156.)

Telephone Nos.:
Grosvenor 2200
" 2201

MABBETT & EDGE
LONDON.

Telegrams:
"Mabedges, London."

HOME COUNTY
A HIGHLY INTERESTING HISTORICAL, MANORIAL AND FINE SPORTING ESTATE

THE GENUINE
OLD TUDOR MANSION,
battlemented and of mellowed brick, centrally seated in a
GRANDLY TIMBERED PARK
of
200 ACRES.

NOBLE HALL,
FOUR RECEPTION ROOMS,
20 BED AND DRESSING ROOMS,
EIGHT BATHROOMS,
GROUND FLOOR OFFICES.

ELECTRIC LIGHT.
CENTRAL HEATING.
COMPANY'S WATER.
MODERN SANITATION.



THREE LODGES.
GARAGE.
HOME FARM.

OLD ENGLISH GARDENS,
with
ANCIENT YEW WALKS,
WALLED GARDENS AND TERRACES.

Glasshouses and several cottages.

WITH THE ESTATE
the opportunity occurs of
ACQUIRING VALUABLE
and
INTERESTING ITEMS OF
FURNITURE, TAPESTRIES
AND ARMOUR.

FOR SALE WITH 1,500 ACRES.

Further particulars of the Sole Agents, Messrs. MABBETT & EDGE, 127, Mount Street, London, W. 1. (13,603.)

Telephone:
Grosvenor 2020.

WINKWORTH & CO.
LAND AGENTS AND AUCTIONEERS, 48, CURZON STREET, MAYFAIR, LONDON, W. 1.



SURREY
NEAR WITLEY AND GODALMING.

£3,000 OR NEAR OFFER.

A BARGAIN.

FREEHOLD RESIDENCE, containing four or five good reception rooms (several very spacious), ten bed and dressing rooms, four attic bedrooms, and bathroom, with STABLING, GARAGE, THREE COTTAGES, and

TEN ACRES.

Sole Agents, WINKWORTH & Co., 48, Curzon Street, Mayfair, London, W. 1.



OXFORD
Six miles from; one-and-a-quarter miles from railway station; high ground, grand views.

FORMERLY A DOWER HOUSE, and dating from XVIIth century, but recently done up throughout. *Lounge hall, three large reception rooms, eleven bed and dressing rooms, two bathrooms*; stabling, garage, cottage. Beautiful grounds, walled kitchen garden, woodland and pasture; in all about

25 ACRES.

WINKWORTH & Co., 48, Curzon Street, Mayfair, London, W. 1.



HANTS
NEW FOREST DISTRICT.—FREEHOLD RESIDENTIAL PROPERTY for SALE, with early possession. Old-fashioned Manor House, in first-class order, fitted with modern improvements, including electric light and central heating, containing drawing, dining and morning rooms, library, billiard room, twelve bed and dressing rooms, two bathrooms, and offices, together with STABLING, GARAGE, FARMBUILDINGS, TWO COTTAGES, EXQUISITE OLD-WORLD GROUNDS, WOODLAND, PARK-LIKE PASTURE, etc.; in all about

30 ACRES.

HUNTING, SHOOTING.

Inspected and recommended by Messrs. WINKWORTH and Co., 48, Curzon Street, Mayfair, London, W. 1.



SUSSEX-HANTS BORDERS
CLOSE TO THE DELIGHTFUL DOWN COUNTRY.

PRICE, FREEHOLD, £4,000.

WELL-BUILT HOUSE of attractive elevation in an accessible situation, with principal rooms facing south. The accommodation comprises three reception rooms and billiard room, twelve to fourteen bedrooms, bathroom, good offices.

Stabling, coach-house or garage.

GROUNDS include tennis court, and with park-like and well-timbered pastureland extend to about

NINE-AND-A-HALF ACRES.

WINKWORTH & Co., 48, Curzon Street, Mayfair, W. 1.



UNDER AN HOUR FROM LONDON
WEST END OR CITY.

FREEHOLD RESIDENTIAL PROPERTY FOR SALE.

Eleven or thirteen bedrooms,
Lounge hall,
Four reception rooms,
Excellent offices.

STABLING. GARAGE.

Cottage, home farmhouse and buildings.

EXQUISITE GROUNDS.

Good kitchen garden and farmlands; in all about

60 ACRES.

WINKWORTH & Co., 48, Curzon Street, Mayfair, London, W. 1.



ASHDOWN FOREST DISTRICT
SUSSEX.

500ft. above sea level, on sandrock subsoil, unsurpassed views.

THE ABOVE CHARMING COUNTRY HOUSE for SALE. Contains ten or eleven bedrooms, three bathrooms, four reception rooms and offices; is fitted with

ELECTRIC LIGHT and CENTRAL HEATING.

Stabling, garage, several cottages, farmbuildings; about

90 ACRES IN ALL.

Inspected and recommended.—WINKWORTH & Co., 48, Curzon Street, Mayfair, London, W. 1.

Telephone: Grosvenor 1400.

CURTIS & HENSON
LONDON.

Telegrams: "Submit, London."

IN ONE OF THE MOST BEAUTIFULLY WOODED PARTS OF THE COUNTY.



SUSSEX

EASY ACCESS OF COAST.

300FT. ABOVE SEA LEVEL, COMMANDING GRAND PANORAMIC VIEWS.

CLOSE TO DELIGHTFUL OLD-WORLD VILLAGE.

ONLY 80 MINUTES' RAIL FROM TOWN.

THE RESIDENCE
stands on an eminence and is approached by two carriage drives, and no expense has been spared to provide every comfort and convenience.



The accommodation includes

DELIGHTFUL DRAWING ROOM, 32ft. by 30ft.,
TUDOR DINING ROOM, 30ft. by 16ft.,
LIBRARY, 22ft. square, and
SMOKING ROOM,

EIGHTEEN BEDROOMS,
FOUR BATHROOMS,
ALL MODERN IMPROVEMENTS.

ELECTRIC LIGHT. CENTRAL HEATING. GOOD WATER SUPPLY.

Garage for four cars, stabling, two new cottages, excellent home farm, and three other cottages. THE WHOLE ESTATE IS BEAUTIFULLY TIMBERED, and may be purchased with either

121 OR 227 ACRES.

FOR SALE, WITH POSSESSION.—Personally inspected and very highly recommended by the Sole Agents, Mr. ROBERT BURRILL, 10, Bedford Row, W.C.; or CURTIS & HENSON, 5, Mount Street, W. 1.



BY ORDER OF THE MORTGAGEES, TO CLOSE ESTATE.

KENT

SHORT DISTANCE FROM TWO RAILWAY STATIONS.

ONE-AND-A-QUARTER HOURS' RAIL FROM TOWN.

Very convenient for the Coast.

THE RESIDENCE is substantially built of red brick and tiled, is approached by a drive, and occupies a delightful situation in a charming park. Although recently occupied, it has not been entirely finished off, but only a very small outlay is necessary. It contains:

LOUNGE HALL,
FOUR RECEPTION ROOMS,
BILLIARD ROOM,

TWELVE or more BEDROOMS,
TWO BATHROOMS, and is
wired for ELECTRIC LIGHT.

THE GARDENS AND GROUNDS are nicely timbered, walled kitchen garden; stabling, two cottages, outbuildings, etc. BEAUTIFULLY TIMBERED PARK.

WITH 10, 180 OR 257 ACRES.

PRICE WITH TEN ACRES, £2,500 ONLY.

ENORMOUS SACRIFICE.—CURTIS & HENSON, 5, Mount Street, W. 1.

BETWEEN

DORKING AND THE SOUTH COAST

ONE HOUR'S RAIL FROM LONDON.

A CHARMING RESIDENTIAL PROPERTY OF OVER 50 ACRES,

with substantially built Residence, occupying a delightful situation, perfectly secluded, and approached by a long drive.

It contains lounge hall, three reception, billiard room, fifteen bedrooms, two bathrooms, excellent offices; electric light, central heating, good water supply.

Stabling and garage, men's rooms, lodge, and two cottages.

BEAUTIFULLY LAID-OUT PLEASURE GROUNDS, river and lakes, affording boating and fishing, lawns for tennis and croquet, kitchen and fruit garden, etc. WELL-TIMBERED PARKLAND. Easy reach of station, good market town, and golf links.

LOW PRICE FOR IMMEDIATE SALE.

Further information of CURTIS & HENSON, 5, Mount Street, W. 1.





BY ORDER OF THE MORTGAGEES, TO CLOSE ESTATE.

DELIGHTFUL PART OF KENT

45 MINUTES' RAIL. EXCELLENT SERVICE OF EXPRESS TRAINS.

GEORGIAN-STYLE RESIDENCE,

standing in well-timbered grounds, well away from the road, approached by a carriage drive, and contains entrance hall, three reception, eleven bed and dressing rooms, bathroom, etc.

GAS, CO.'S WATER, MAIN DRAINAGE, ELECTRIC LIGHT MAINS CLOSE BY. TWO GOOD COTTAGES.

THE GARDENS are studded with timber, well matured, affording abundance of shade; there are lawns and flower garden, partially walled kitchen garden large well-stocked orchard, etc.; in all about

EIGHT ACRES.

PRICE, FOR HOUSE AND GROUNDS ONLY,

£2,750, GREAT BARGAIN.

CURTIS & HENSON, 5, Mount Street, W. 1.

GEORGE TROLLOPE & SONS

Telephone Nos.: Grosvenor 1553, 1554.

Estate and Land Agents, Surveyors and Auctioneers,
25, MOUNT STREET, GROSVENOR SQUARE, W. 1.

And at Hobart Place, Eaton Sq., West Halkin St., Belgrave Sq., 45, Parliament St., Westminster, S.W.



IN A FAVOURITE AND EXCELLENT HUNTING COUNTRY

A mile from the Woodland Pytchley Kennels, four-and-a-half miles from station, nine miles from junction whence London can be reached in one-and-a-half hours.

FOR IMMEDIATE SALE.

A THOROUGHLY UP-TO-DATE STONE-BUILT MANSION,

upon which many thousands of pounds have recently been expended. Seated in a MAGNIFICENTLY TIMBERED OLD DEER PARK,

approached by a long drive, and containing entrance and lounge halls, billiard room, four reception rooms, and first-class domestic offices. Above are thirteen principal bed and dressing rooms, boudoir, six bathrooms, nurseries, and twelve secondary and servants' bedrooms; fitted laundry, ample stabling, cottages, lodges, and farmery.

CENTRAL HEATING, ELECTRIC LIGHT, NEW DRAINAGE, TELEPHONE.

FINE OLD PLEASURE GROUNDS.

HOME FARM AND BUILDINGS; IN ALL ABOUT 276 ACRES.

NOTE.—1,000 acres adjoining can be had if desired.

A BARGAIN PRICE WILL BE ACCEPTED.

Illustrated particulars may be had of Messrs. GEORGE TROLLOPE & SONS, 25, Mount Street, London, W. 1.



UNPRECEDENTED BARGAIN IN SURREY

BEAUTIFUL MEDIUM-SIZED MODERN MANSION

IN QUEEN ANNE STYLE, designed by Mr. Ernest Newton, R.A., in first-class order, three miles from two stations, about 25 MILES FROM LONDON, seated amidst inexpensive pleasure grounds and park-like meadows of

50 ACRES.

Panelled entrance and inner lounge halls, HANDSOME SUITE OF RECEPTION ROOMS, billiard room, music and ballroom, white tiled domestic offices, MAGNIFICENT STAIRCASE WITH CARVED WOOD PANELS, 20 bed and dressing rooms, seven bathrooms.

ELECTRIC LIGHT, CENTRAL HEATING, COMPANY'S WATER, TELEPHONE.

Walled fruit garden, moderate amount of glass, gardener's house, and two other cottages.

PRICE ONLY £20,000.

Highly recommended by Sole Agents, Messrs. GEORGE TROLLOPE & SONS, 25, Mount Street, London, W. 1, who are well acquainted with the Property, and have full particulars and photos.

HANKINSON & SON

Telephone: 1307 (3 lines).

Telegrams: "Richmond," Bournemouth.

BOURNEMOUTH, HANTS, AND AT CAMBERLEY, SURREY.



CENTRE OF LORD PORTMAN'S HUNT

TO LET, UNFURNISHED,
together with
2,500 ACRES OF SHOOTING,

CHARMING OLD MANSION IN RICHLY TIMBERED PARK OF ABOUT 60 ACRES.

Stabling for 22. Four cottages and lodge.
Electric light. Central heating.

RENT £500 PER ANNUM.

If the Mansion is too large, one wing would be demolished to meet a tenant's requirements.



SMALL GEORGIAN RESIDENCE

On the outskirts of a Hampshire Market Town.

NEAR GOOD FISHING.

THE HOUSE is in good repair and decorative order, and contains LOUNGE HALL (16ft. square), TWO RECEPTION ROOMS (26ft. by 17ft., and 18ft. by 13ft.), SIX BEDROOMS (one 26ft. by 17ft., and one 21ft. square), BATHROOM, KITCHEN and OFFICES.

Company's gas throughout. Water by semi-rotary pump.
Stabling and coach-house.

About an ACRE OF GARDEN, with lawn, kitchen garden, and good orchard

FOR SALE, FREEHOLD, AT MODERATE PRICE.



TO YACHTSMEN AND OTHERS.

SOUTH DORSET

SMALL FAMILY RESIDENCE, FORMERLY THE SEAT OF A NOBLEMAN.

Lounge hall, four reception rooms, six principal bedrooms, four secondary bedrooms, four maids' rooms, two menservant's rooms, two bathrooms. Stabling and garages. Company's water. Acetylene gas. Radiators. Telephone.

BEAUTIFUL LAWNS, ROSE GARDENS, SHRUBBERIES, WOODLAND WALKS, PADDOCKS, PROLIFIC KITCHEN AND FRUIT GARDEN, TWO COTTAGES; in all about

32 ACRES.

FOR SALE, FREEHOLD. PRICE £8,000

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JOHN D. WOOD & CO.

6, MOUNT STREET, GROSVENOR SQUARE, LONDON, W.1.

Telephone: Grosvenor 2130 " 2131

IDEAL SITUATION FOR A CITY MAN AND ONLY 20 MILES FROM TOWN



UNDER TWO MILES FROM A MAIN LINE STATION, WITH SPLENDID SERVICE OF TRAINS TO LONDON IN 30 TO 40 MINUTES.



MAGNIFICENTLY EQUIPPED WILLIAM AND MARY RESIDENCE, of moderate size, in a beautifully timbered park, and occupying a delightfully high and dry position 350ft. above sea level, on gravel soil. It is approached by two carriage drives with lodges, and contains entrance and lounge halls, five reception, billiard, music or ballroom, ten principal and nine secondary bedrooms, and seven bathrooms, exceptionally light and airy offices. CO.'S ELECTRIC LIGHT AND WATER, MODERN SANITATION, RADIATORS, TELEPHONE, BOATING LAKE OF TWO ACRES, with island; STABLING, GARAGE FOR SIX OR MORE CARS. Beautiful gardens and grounds, most artistically and simply planned, with two broad gravel and grass walks extending along the whole south front, woodland and shrubbery walks, rose, Dutch and flower gardens, fine walled kitchen garden.

FARMHOUSE and HOMESTEAD, 23 COTTAGES, BLACKSMITH'S SHOPS, ETC. GOOD MIXED SHOOTING, TWO GOLF COURSES NEAR.

THE ESTATE COMPRISES ABOUT 272 ACRES, AND IS FOR SALE:

The owner would also be willing to Sell the whole of the very valuable furniture and contents—lock, stock and barrel. The whole of the interior decorations and furniture are of the period and in keeping with the Residence.—Personally inspected and strongly recommended by the Agents, Messrs. JOHN D. WOOD and Co., 6, Mount Street, W. 1, from whom particulars may be obtained (V 20,399.)

FOURTEEN MILES SOUTH OF LONDON

A VERY ATTRACTIVE HOUSE, beautifully appointed and Furnished, and replete with every convenience, and standing in

45 ACRES

OF LOVELY GROUNDS AND PARKLAND.

Sixteen bedrooms, twelve bathrooms, billiard and four reception room; garage for three and rooms for men; fitted laundry, etc.

ELECTRIC LIGHT. TELEPHONE.

CENTRAL HEATING.

Close to several golf links.

TO BE LET, FURNISHED,

at a reasonable rent, and servants left by arrangement.

Photos and full particulars from Messrs. JOHN D. WOOD and Co., 6, Mount Street, London, W. 1. (2613.)

TO LANDOWNERS AND OTHERS:

WANTED TO PURCHASE

IN N.W. OR N.E. RIDINGS OF YORKSHIRE,

with reasonably good communication with the main G.N. Ry.,

A MANSION,

containing GOOD RECEPTION, about 20 BEDROOMS.

OLD GARDENS and PARK or PARKLANDS, with good timbering, and with land; in all up to an area of

2,000 ACRES:

POSSESSION EARLY SPRING, 1922.

Send particulars to "North," c/o Messrs. JOHN D. WOOD & Co., 6, Mount Street, W. 1.

HIGH HAMPSHIRE

In a favourite part, one mile of a station.

A WELL-KNOWN SPORTING AND RESIDENTIAL ESTATE, with a fine modern Mansion, seated in a grandly timbered park of

400 ACRES.

Sixteen principal bed and dressing rooms, six bathroom, billiard room, and fine suite of reception rooms.

Stabling and several cottages. Capital home farm.

ELECTRIC LIGHT.

CENTRAL HEATING. AMPLE WATER SUPPLY.

SHOOTING OVER 3,200 ACRES, of which nearly 300 acres are well-placed coverts.

TO BE LET, FURNISHED, ON LEASE.

Photos, game bags, and full particulars of Messrs. JOHN D. WOOD & Co., 6, Mount Street, London, W. 1. (6392.)



G.W. MAIN LINE

TWO-AND-A-HALF MILES STATION. 30 MINUTES OF TOWN.

GENTLEMAN'S RESIDENCE AND FARMERY WITH 45 ACRES.

ALL IN COMPLETE ORDER.

Fourteen bed and dressing rooms, three bath, lounge hall, four reception and billiard rooms.

ELECTRIC LIGHT AND GAS. COMPANY'S WATER.

CENTRAL HEATING. TELEPHONE.

MODERN STABLING. INEXPENSIVE GARDENS. FARMHOUSE AND COTTAGES.

TO BE SOLD AT "TIMES" PRICE:

Inspected and recommended by the Agents, Messrs. JOHN D. WOOD & Co., 6, Mount Street, London, W. 1. (10,424.)

VIRGINIA WATER

On the confines of Windsor Great Park, and close to Sunningdale Golf Links and Ascot Racecourse.

THIS VERY ATTRACTIVE RESIDENCE,

in perfect order throughout, approached by long carriage drive with lodge entrance, and standing high with glorious distant views; eleven principal bedrooms, fourteen servants' bedrooms, four bathrooms, billiard and four reception rooms; charming loggia, stabling and garage.

ELECTRIC LIGHT. CENTRAL HEATING. TELEPHONE.

LODGE AND THREE COTTAGES,

Beautifully laid-out pleasure grounds and grandly timbered parkland; in all about

55½ ACRES,

with ornamental lake and boathouse. Model farm with capital buildings.

Immediate possession. If desired, the valuable contents can be purchased.

Inspected and strongly recommended by Messrs. JOHN D. WOOD & Co. (20,378.)



KNIGHT, FRANK & RUTLEY AND WALTON & LEE

THE ESTATE SALE ROOMS, LONDON, W. 1.



YORKSHIRE, NORTH RIDING

A COUNTY SEAT, TOGETHER WITH

8,400 ACRES

OF GROUSE AND LOW GROUND SHOOTING.

TO BE LET, FURNISHED,

FOR THREE OR FIVE YEARS, AT A MODERATE RENT.

THE MANSION, recently rebuilt of white Freestone, is beautifully situated, has a southern aspect, and is approached by two carriage drives with lodge entrances. Accommodation: Four reception rooms, billiard room, and music gallery, seventeen principal bed and dressing rooms, six bathrooms, ample servants' accommodation.

ELECTRIC LIGHT. CENTRAL HEATING. TELEPHONE.

STABLING AND GARAGE.

MATURED AND WELL LAID OUT PLEASURE GROUNDS.

THE GROUSE BAG FOR 1919–1920 WAS 607 BRACE.

GOOD MIXED BAG. HUNTING WITH SEVERAL PACKS.

Sole Agents, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square London, W. 1.
(F 4228.)

HAMPSHIRE

One-and-a-half miles from Overton, six-and-a-half miles from Basingstoke, and eleven miles from Andover.

THE COMPACT FREEHOLD RESIDENTIAL, AGRICULTURAL AND SPORTING PROPERTY,

known as

THE ASHE PARK ESTATE, OVERTON

extending to about

870 ACRES.

Conveniently arranged Mansion, seated in a timbered park, and containing hall, five reception rooms, seventeen bed and dressing rooms, two bathrooms, and offices.

ELECTRIC LIGHT. CENTRAL HEATING. MODERN DRAINAGE.

Stables for eight, garage for seven cars, entrance lodge. Matured gardens and grounds. HOME FARM with complete buildings. Capital arable and cattle farm with good house and buildings. Ample cottage accommodation.

GOOD PHEASANT SHOOTING. HUNTING WITH THE VINE.

Vacant possession.

FOR SALE BY PRIVATE TREATY OR BY AUCTION IN THE SPRING, as a whole, or in Lots.

Agents, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, London, W. 1.

PRELIMINARY ANNOUNCEMENT.





BY DIRECTION OF A. E. DOXFORD, ESQ.

SUNDERLAND, DURHAM

THE ATTRACTIVE RESIDENTIAL PROPERTY OF

GRINDON HALL

standing in beautiful and matured gardens and grounds, within two-and-a-half miles of the town of Sunderland, and forming, with valuable agricultural land, a compact Property of about

51 ACRES.

The House is in excellent order and has every modern convenience. Accommodation: Vestibule, staircase hall, billiard room, five reception rooms, nine principal bedrooms, five servants' bedrooms, six bathrooms, bath dressing room, butler's bedroom, with bath, and offices.

ELECTRIC LIGHT. CENTRAL HEATING. MODERN DRAINAGE.

The offices consist of garage for four cars, glass-covered court, stables with three stalls, loose box and harness room, engine room and storage room for electric light plant, cow byre of three stalls. The grounds are attractive and include an ornamental pond, rose garden, two lawn tennis courts, glasshouses and gardener's stores. There are four cottages, of which two form entrance lodges at the avenue gates. *GOLF IN THE NEIGHBOURHOOD.*

To be offered for SALE by AUCTION, as a whole or in seven lots, on a date to be announced later (unless previously disposed of privately).

Solicitors, Messrs. DIXON, BARKER & DINGLE, Bank Chambers, Bedford Street, Sunderland.

Auctioneers, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, London, W. 1.

IN THE BEAUTIFUL WYE VALLEY

Half-a-mile from station, three miles from important junction.

A FREEHOLD RESIDENTIAL AND SPORTING PROPERTY,

with a well-built Residence, occupying a delightful position on the East Bank of the River Wye, 400ft. above sea level, with beautiful views, and having

ONE MILE OF EXCELLENT WYE SALMON FISHING,

INCLUDING TWO WELL-KNOWN CATCHES. Entrance hall, four reception rooms, fourteen bed and dressing rooms, bathroom, and offices; stabling and cottage. The pleasure grounds are inexpensive to maintain. VALUABLE WYE-SIDE MEADOWS; in all about

60¼ ACRES.

NOTE.—TO AN APPROVED PURCHASER, UP TO TWO-THIRDS OF THE PURCHASE MONEY CAN REMAIN ON MORTGAGE AT SIX PER CENT., FOR A PERIOD OF FIVE YEARS.

FOR SALE BY PRIVATE TREATY.

Agents, Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, London, W. 1.
(14,112.)



KNIGHT, FRANK & RUTLEY,
AND
WALTON & LEE,

20, Hanover Square, W. 1.
90, Princes Street, Edinburgh.
78, St. Vincent Street, Glasgow.
41, Bank Street, Ashford, Kent.

Telephones:
3066 Mayfair (4 lines).
146 Central, Edinburgh.
2716 „ Glasgow.
17 Ashford.

(Knight, Frank & Rutley's advertisements continued on pages iii., v., and xv.)

KNIGHT, FRANK & RUTLEY AND WALTON & LEE

THE ESTATE SALE ROOMS, LONDON, W. 1.

SURREY.

NEAR THE FAMOUS SUNNINGDALE GOLF LINKS.



TO BE SOLD, FREEHOLD,

AN OLD-FASHIONED RESIDENCE,

which stands in grounds of four acres, occupying a secluded position, 250ft. above sea level, on gravel soil, and approached by a carriage drive; hall, three reception rooms, seven bedrooms, bathroom; stabling, garage, cottage. The well-timbered grounds include lawn with rose and flower beds, shady walks, gravelled paths, walled kitchen garden; several well-known golf courses within easy reach. Hunting.

PRICE, FREEHOLD, £3,750. (11,534.)

CLOSE TO DARTMOOR.

A few minutes from village and station; ten miles from Newton Abbot.



STONE-BUILT RESIDENCE;

on light soil, 300ft. above sea level, with south aspect and beautiful views; four reception rooms, eight bedrooms, bathroom, good offices; garage, stabling with rooms, gardener's cottage; picturesque grounds of two acres, including croquet lawn and flower garden, well-stocked kitchen garden of one acre, and five-and-a-half acres meadow; in all SEVEN-AND-A-HALF ACRES.

PRICE, FREEHOLD, £4,500. (14,237.)

HERTFORD.

GRAVEL SOIL.



A FREEHOLD RESIDENCE.

House, built of red brick and creeper clad, and approached by a long drive with lodge; four reception rooms, billiard room, nine bed and dressing rooms, bathroom; electric light, gas, and telephone; stabling for four, garage, laundry, and cottage. UNDULATING PLEASURE GROUNDS with ornamental trees, rose gardens, pergolas, two tennis lawns, summerhouses, herbaceous borders, kitchen gardens, and meadow; in all about EIGHT ACRES.

PRICE £6,500. (14,118.)

PRICE ONLY £6,000 WITH VACANT POSSESSION.

BUCKS

One mile from G.W. main line station, and only 22 miles from London.



THIS RED BRICK AND HALF TIMBERED GABLED

FREEHOLD RESIDENCE,

stands about 200ft. above sea level on gravel soil, facing south. The accommodation comprises three reception rooms, thirteen bed and dressing rooms, two bathrooms, and adequate offices. COMPANY'S GAS AND WATER, MODERN DRAINAGE, TELEPHONE; stabling for four horses, garage with pit, two men's rooms. USEFUL FARM-BUILDINGS. Timbered GARDENS, rose pergola, Dutch garden, lily pond, rock garden, croquet lawn, rose garden, kitchen garden, arable and pastureland; in all about

THIRTEEN-AND-A-HALF ACRES.

GOLF CLUB A FEW MINUTES DISTANT.

FOR SALE BY PRIVATE TREATY. (13,299.)

WITH VACANT POSSESSION.

WALTON HEATH

ADJOINING THE GOLF CLUB.



THIS ATTRACTIVE RED BRICK AND TILED

FREEHOLD RESIDENCE,

situate 600ft. above the sea, magnificent views, facing south, and containing hall, three reception rooms, nine bed and dressing rooms, two bathrooms, and convenient offices.

COMPANY'S WATER AND GAS. TELEPHONE

The PLEASURE GARDENS include two tennis courts, croquet lawn, grass walks, herbaceous borders, fruit and vegetable garden; in all about

TWO-AND-A-HALF ACRES.

FOR SALE BY PRIVATE TREATY. (7406.)

SUNNINGDALE GOLF LINKS.



A MODERN BUILT AND ROUGH TILED RESIDENCE,

approached by double carriage sweep; large lounge hall, two reception rooms, eight bed and dressing rooms, bathroom, usual offices.

ELECTRIC LIGHT. MAIN DRAINAGE.
COMPANY'S WATER.

The gardens of one acre include lawns, flower beds and borders and well-stocked kitchen garden.

PRICE £4,750 (OPEN TO OFFER).

Inspected and recommended. (14,520.)

NEAR WINDSOR PARK.



TO BE SOLD,

A MODERN RESIDENCE,

built of brick and rough cast, with Italian tiled roof; carriage drive with lodge at entrance; three reception rooms, ten bed and dressing rooms, three bathrooms.

COMPANY'S WATER AND GAS, TELEPHONE.

The pleasure grounds are a feature and include tennis court, croquet lawn, well-stocked kitchen garden, paddock, rose garden, pergola; in all about

FOUR ACRES.

Lease 79 years. Ground rent £60 per annum.

Inspected and strongly recommended by the Sole Agents. (13,732.)

NORTH DEVON.



TO BE SOLD, FREEHOLD,

AN ATTRACTIVE AND SUBSTANTIALLY BUILT GEORGIAN RESIDENCE,

standing high and commanding views of the surrounding country; lounge hall, three reception rooms, twelve bed and dressing rooms, two bathrooms.

Central heating, electric light, telephone, main drainage. Company's water. Stabling. Garage.

The grounds extend to fourteen-and-a-half acres, and include tennis court, croquet lawn, shady lawns, stone pergola leading to miniature Dutch garden, rosery, fruit and vegetable gardens, orchard, meadow and pasturelands.

Golf. Salmon, trout and sea fishing. (14,396.)

KNIGHT, FRANK & RUTLEY,
AND
WALTON & LEE,

20, Hanover Square, W. 1.
90, Princes Street, Edinburgh.
78, St. Vincent Street, Glasgow.
41, Bank Street, Ashford, Kent.

Telephones:
3066 Mayfair (4 lines).
146 Central, Edinburgh.
2716 ,, Glasgow.
17 Ashford.

(Knight, Frank & Rutley's advertisements continued on pages iii., v., and xiv.)

Telephone: 4706 Gerrard (Two lines).

TRESIDDER & CO.

Telegrams: "Cornishmen, London."

INSPECTED AND RECOMMENDED. £5,750, Freehold.
Telephone, central heating, Co.'s water, gas.

HOUR LONDON (delightfully rural part of Surrey, 1½ miles station).—For SALE, a very attractive and substantially built RESIDENCE, occupying a nice position on a southern slope, well protected from the north and
Approached by carriage drive with 2 lodges.
Panelled lounge hall, 3 reception, 2 bathrooms, 10 bedrooms.
Good stabling, coach-house, garage, model dairy, farmery; charming grounds with fine specimen trees, tennis and croquet lawns, ornamental pond, kitchen garden, glasshouse, and rich grassland; in all about 12½ acres. Hunting. Golf.
TRESIDDER & Co., 37, Albemarle St., W. 1. (9101.)

£4,500.

HERTS (1¼-mile Hemel Hempstead Station, 40 minutes London).—An attractive little ESTATE, including a very nice
XVIIth CENTURY RESIDENCE.
500ft. above sea level; gravel soil; entrance lodge.
Hall, 3 reception rooms, billiard room, 6 bedrooms, bathroom, etc.; 3 separate cottages, excellent stabling and farmbuildings. Charming grounds of 4½ acres. Additional grass and arable adjoining can be had up to a total area of 53 ACRES.
TRESIDDER & Co., 37, Albemarle St., W. 1. (5534.)

200 ACRES (less if desired).
A trout stream intersects the Property.

NEW FOREST (charming part; 2 miles station, 2 hours London).—For SALE, a compact RESIDENTIAL PROPERTY, comprising an old-fashioned House, part dating from 1746.
Oak-panelled lounge hall, 3 *reception.*
Billiard room, Bathroom, 11 *bedrooms.*
Electric light; stabling, farmery; beautiful pleasure grounds, tennis or croquet lawns, orchard. The land comprises pasture, arable and forest.
TRESIDDER & Co., 37, Albemarle St., W. 1. (6194.)

Inspected and recommended.
135 ACRES. £10,000, FREEHOLD.

WEST SUSSEX (2½ miles main line station; near the Downs).—For SALE, an attractive and substantially built RESIDENCE, standing on the crest of a hill, commanding magnificent views.
HALL, 3 RECEPTION, BATHROOM, 14 BEDROOMS.
6 cottages, stabling, excellent farmbuildings; well-matured grounds, tennis and croquet lawns, herbaceous borders, fruit and kitchen garden, 2 productive orchards, together with fertile and light working land, comprising roughly half arable and half pasture; in all about 135 acres.
Excellent sporting facilities in neighbourhood.
Details of TRESIDDER & Co.,37,Albemarle St.,W.1. (11,999.)

BETWEEN LONDON & BRIGHTON
(1 mile station, under hour London).—For SALE, very attractive modern RESIDENCE, protected from road and approached by carriage drive.
3 reception, conservatory, bathroom, 9 bedrooms.
Co.'s water and gas, main drainage; stabling, garage, piggeries and useful outbuildings; pretty gardens, tennis and other lawns, kitchen garden, paddock, etc.
Details of TRESIDDER & Co.,37,Albemarle St.,W.1. (3179.)

BARGAIN PRICE.

BERKS (just over hour London; 2 miles station; 200ft. up on gravel).—A well-built and commodious COUNTRY RESIDENCE, seated in beautifully wooded small park, approached by long carriage drive with lodge.
5 *reception, billiard or music room,* 5 *bathrooms,* 11 *principal bed and dressing rooms, ample servants' accommodation; passenger lift; electric light, central heating; excellent repair.*
Garage, cottages, farmbuildings; beautiful old gardens, wide-spreading lawns, tennis and croquet, covered tennis court, productive kitchen garden, orchard and pasture.
Details of TRESIDDER & Co.,37,Albemarle St.,W.1. (11,660.)

HIGH UP WITH WONDERFUL VIEWS.

WILTS AND SOMERSET BORDERS
½-mile station.
A PARTICULARLY ATTRACTIVE STONE-BUILT RESIDENCE, WELL AWAY FROM THE ROAD.
Lounge hall, 10 bedrooms, 3 reception rooms, 2 bathrooms, 2 cottages, garage.
Electric light, central heating, Co.'s water, gas, modern drainage.
Beautiful terraced pleasure grounds, including Dutch garden, rose garden, tennis lawn, kitchen garden, orchards, etc.; in all about 6½ acres. PRICE, FREEHOLD, £6,500.
TRESIDDER & Co., 37, Albemarle Street, W. 1. (11,240.)

INSPECTED AND RECOMMENDED.

CHERTSEY (1¼ miles station; good train service to Waterloo.—For SALE, a well-built RESIDENCE, partly ivy clad, standing on the brow of a hill on gravel, and commanding extensive views over the Thames Valley; approached by carriage drive with lodge.
Lounge hall, 3 reception, billiard, bathroom, 12 bedrooms.
Central heating, Co.'s gas, water by engine.
Stabling, cottages, farmbuildings; well-timbered and matured grounds, tennis and other lawns, rose garden, partly walled kitchen garden, glasshouses, and park-like meadowland and woodland; in all about 20½ acres. Additional land with buildings can be had.
Hunting, fishing, boating, and shooting in district.
Details of TRESIDDER & Co.,37,Albemarle St.,W.1. (11,667.)

EASTERN COUNTIES (close to sea and golf).—
FINE OLD GEORGIAN RESIDENCE.
Lounge hall, 3 reception, 2 bathrooms, 14 bedrooms.
Co.'s water, electric light and gas; garage, 4 cottages; beautifully timbered grounds, tennis and croquet lawns, kitchen and fruit gardens.
PRICE £4,800. Would LET, Unfurnished.
Details of TRESIDDER & Co.,37,Albemarle St.,W.1. (9427.)

Telegrams: "Teamwork, Reg, London."
Telephone: Regent 6668-6669.

NORFOLK & PRIOR

131, REGENT STREET, W. 1.

Auctioneers, Surveyors, Land Agents.

GOLF. HUNTING. FISHING. SHOOTING.

DEVONSHIRE (standing high amidst glorious country; handy for a village and station).—Charming old-world RESIDENCE, in first-class order throughout, and planned entirely on two floors; four reception rooms, eight bed and dressing rooms, bathroom, two staircases; modern drainage, main water, petrol gas; south aspect; gardener's cottage, stabling, garage, etc.; delightful grounds and pasture of SEVEN-AND-A-HALF ACRES. £4,500, FREEHOLD.
Or might be LET, Furnished.—Agents, NORFOLK and PRIOR, 131, Regent Street, W. 1. Photos. (30,028.)

TO GOLFERS AND LOVERS OF THE ANTIQUE.
ELIZABETHAN FARMHOUSE. 21 ACRES.

BERKS & OXON BORDERS
(three-quarters of an hour from Town by express trains).—A picturesque genuine XVIth century FARMHOUSE with oak beams, open fireplaces, etc.; good order throughout; lounge hall, three reception rooms, seven bedrooms, two bathrooms; central heating, main water, 'phone, modern drainage; garage, stabling, large farmery; delightful grounds, tennis lawn and pasture; in all
21 ACRES (would divide).
For SALE, Freehold.—Agents, NORFOLK & PRIOR, 131, Regent Street, W. 1. Photos. (6043.)

SHROPSHIRE (conveniently placed for Worcester, and Shrewsbury Birmingham).—An up-to-date COUNTRY HOUSE of Elizabethan character, with oak staircase and panelling; lounge or billiard room, three reception, fourteen bed and dressing, two baths, two staircases; electric light, modern drainage, 'phone; stabling, garage, glass, etc.; delightful and well-timbered ornamental grounds, productive kitchen garden, orchard and rich pasture; in all 20 ACRES.
For SALE, Freehold, at low price.—Agents, NORFOLK and PRIOR, 131, Regent Street, W. 1. Photos. (22,003.)

SHILLINGFORD, OXON
One of the most charming Properties on the river.—An old-world COTTAGE RESIDENCE, commanding lovely views; brick and stone built, tiled roof; lounge hall, two reception, eight bed and dressing, bathroom; gravel soil; stabling, garage, glass; one acre; tennis, golf, hunting, boating, fishing. £2,000, Freehold.—Inspected by Sole Agents, NORFOLK & PRIOR, 131, Regent St., W.1. Photos. (25,009.)

HEREFORDSHIRE (occupying a unique position, standing high, with wonderful views, only a short distance from Ross-on-Wye, handy for a village and suitable either as an all-the-year-round Residence or for a Hunting, Shooting or Fishing Box).—A picturesque RESIDENCE of modern erection, constructed of old materials and containing a wealth of oak beams and panelling; in first-class order throughout and designed with a view to minimise labour; fine lounge hall, with open fireplace, two reception rooms, seven bed and dressing rooms, up-to-date bathroom, with shower, etc.; modern conveniences; south aspect; garage, stabling, glass, farmery, cottages if required; charming inexpensive but productive grounds, tennis lawn, orchards and pasture; in all SIX ACRES. For SALE at low price (with most of furniture, if desired).—Agents, NORFOLK and PRIOR, 131, Regent Street, W. 1. Photos. (24,005.)

Within easy reach of the County Town, one mile from a station, and having hunting, shooting and golf available.

OXFORDSHIRE.—Charming secluded old-world DOWER HOUSE in perfect repair; lounge hall, three reception rooms, eleven bedrooms, two bathrooms; central heating, all conveniences; cottage, stabling, glass, etc.; beautifully timbered grounds, useful pasture and woodland; in all 26 ACRES. FOR SALE, OR WOULD LET, FURNISHED
Agents, NORFOLK & PRIOR, 131, Regent Street, W. 1. Photos. (25,010.)

HAMPSHIRE (*on high ground, handy for the coast, and in an excellent sporting and social district*).—To be SOLD, Freehold, attractive MODERN COUNTRY HOUSE, in good repair; three reception rooms, eight bedrooms, bathroom, etc.; central heating, main water, petrol gas, modern drainage; gravel soil, south aspect; cottage, garage, stabling, farmery, glass; charmingly laid-out, but inexpensive gardens and grounds, with tennis lawn, kitchen garden, orchard, pasture, and woodland; in all
SIXTEEN ACRES.
Inspected and recommended by Sole Agents, NORFOLK and PRIOR, 131, Regent Street, W. 1. Photos. (4003.)

KENT (in a healthy and bracing situation between Deal and Sandwich, near a station, handy for Dover and all kinds of sport).—A substantially built old-world red-brick and stone RESIDENCE, presenting a creeper-clad elevation, in good repair; lofty galleried hall, three reception rooms, billiard room, studio, twelve bed and dressing rooms, two bathrooms, two staircases, servants' hall, excellent offices; south aspect; three cottages, stabling and garage, glass, farmery; charming gardens, productive kitchen garden, well-timbered parkland; in all 20 ACRES. £5,000, Freehold.—Inspected and recommended. Illustrated particulars from the Sole Agents, NORFOLK & PRIOR, 131, Regent Street, W. 1. (1133.)

Moated Elizabethan Residence. Four-and-a-half acres.

SURREY (in open country, but within daily reach of Town).—Charming Early English RESIDENCE, in perfect order, white enamelled throughout and having old oak beams in ceilings; lounge hall, two reception and billiard rooms with full-size table, eight bedrooms, bathroom, two staircases; electric light, main water, 'phone; large garage, farmery, glass, etc.; delightful well-timbered grounds, tennis lawn, productive kitchen garden and orchard, picturesque moat 30ft. from House and lake stocked with fish. £4,000, including fixtures.—Agents, NORFOLK & PRIOR, 131, Regent St., W.1. Photos. (2211.)

JAMES STYLES & WHITLOCK

44, ST. JAMES' PLACE, S.W.1.
Telephone: 3493 Gerrard.

LONDON AND RUGBY.

BANK STREET, RUGBY.
Telephone: 70 Rugby.

NEAR BYFIELD, NORTHANTS.
GENTLEMAN'S RESIDENCE AND FARM OF
OVER 100 ACRES
OF RICH PASTURELAND.

THE SUBSTANTIALLY BUILT RESIDENCE contains two reception rooms, ten bedrooms, etc.
Exceptionally good farmbuildings, including tie-up for 30 cows.
VERY MODERATE PRICE.
Details of JAMES STYLES & WHITLOCK, 44, St. James' Place, S.W. 1, and Bank Street, Rugby. (L 1502.)

OXON AND GLOS BORDERS.
A FIRST-CLASS RESIDENTIAL FARM OF
600 ACRES,
with rich feeding land for stock, etc. PRICE ABOUT £25 PER ACRE. Within two hours of London by main line service. The Residence contains three reception rooms, eight bed and dressing rooms, bathroom, etc., and occupies a very beautiful situation with extensive views. The House is right away from the buildings, and stands in pretty grounds. Also second farmhouse, ample cottages, and first-rate buildings. AN ATTRACTIVE PROPOSITION AT A PURELY AGRICULTRUAL PRICE, WITH ALL THE AMENITIES OF A GENTLEMAN'S PLACE.—Details of JAMES STYLES & WHITLOCK, 44, St. James' Place, S.W. 1, and Bank Street, Rugby. (L 1094.)

KENT, NEAR SUSSEX BORDER.
Between Tunbridge Wells and Eastbourne.



THIS DELIGHTFUL RESIDENCE occupies a fine high position, is fitted throughout with all modern requirements, and is in excellent repair. The accommodation comprises hall, four reception rooms, nine bed and dressing rooms, bathroom, and excellent offices, etc.; electric light, central heating, Company's water, main drainage; pretty grounds, productive kitchen garden, orchard, and meadowland; in all about
NINE ACRES.
VERY MODERATE PRICE.
Full particulars of JAMES STYLES & WHITLOCK, 44, St. James' Place, London, S.W. 1, and Bank Street, Rugby. (L 1571.)

CHARMING PART OF SURREY.
RESIDENTIAL FARM OF 92 ACRES.

COMPLETELY EQUIPPED RESIDENCE, containing lounge hall, drawing room and dining room with French windows to grounds, fine billiard room 30ft. by 20ft., fitted cloakroom and lavatory, complete offices, ten bed and dressing rooms, two bathrooms.
CENTRAL HEATING. ELECTRIC LIGHT.
TELEPHONE.
Modern drainage system, Company's water laid on; capital stabling, garage, farmbuildings, and cottage. Pretty grounds with tennis lawn, kitchen garden well-stocked with fruit, strawberries, etc., and young orchard, park-like pasture, etc.; the whole extending to about 92 ACRES.
JAMES STYLES & WHITLOCK, 44, St. James' Place, S.W. 1.

SURREY AND HANTS BORDERS.
Amidst beautiful country. 380ft. up.
A MODERN GEORGIAN RESIDENCE, perfectly fitted throughout, and with all modern requirements, including electric light, central heating, telephone, etc.; three reception, billiard room, eight bedrooms, bathroom, etc.; charming old-world gardens of about TWO ACRES, two tennis courts; garage for two cars.
A really delightful place at a low price.
JAMES STYLES & WHITLOCK, 44, St. James' Place, London, S.W. 1, and Bank Street, Rugby. (L 1424.)

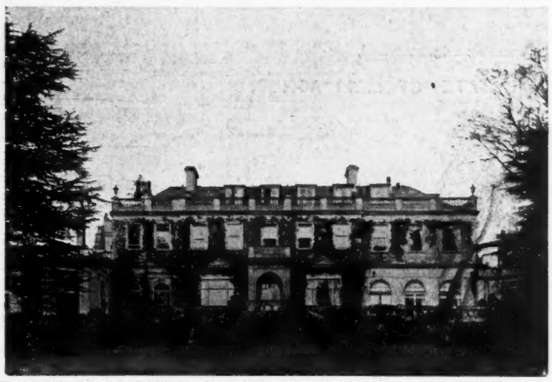
JAMES STYLES & WHITLOCK, 44, ST. JAMES' PLACE, S.W. 1, & BANK STREET, RUGBY.

Telegrams:
"Estate, c/o Harrods, London."
Branch Office: "West Byfleet."

HARRODS Ltd.

62 & 64, BROMPTON ROAD, LONDON, S.W. 1
(OPPOSITE MESSRS. HARRODS LTD. MAIN PREMISES).

Telephone No.
Western One (85 Lines)
Telephone: 149 Byfleet.



ABOUT ONE MILE FROM REDHILL AND REIGATE

In a glorious position with extensive views to the south, adjoining GOLF LINKS; about 40 minutes by rail from the CITY or WEST END. ABOUT 350FT. UP.

TO BE SOLD, a very fine RESIDENTIAL ESTATE of about FIFTEEN ACRES, with a beautiful Residence of character, approached by carriage drive with lodge entrance, and containing twelve bed and dressing rooms, five reception rooms, three fitted bathrooms, servants' rooms, fine oak billiard room; wide terrace with south aspect.

CENTRAL HEATING, ELECTRIC LIGHT, GAS AND WATER LAID ON.

Farmery. The small park is well timbered with fine old trees, tennis lawns, flower gardens, rose gardens, walled kitchen garden, etc. The outbuildings consist of stable yard with stabling for four, garage for three or four cars, with capital rooms over.

The PROPERTY is in first-rate order, and is strongly recommended from a personal inspection by HARRODS (LD.), 62–64, Brompton Road, S.W. 1.



AMIDST SURREY'S MOST DELIGHTFUL SCENERY

SPLENDID VIEWS TO LEITH HILL.

WELL-BUILT RESIDENCE, GARAGE AND CHAUFFEUR'S ACCOMMODATION

FIVE ACRES.

FOR SALE, charming Residence, just in the market, within easy reach of Dorking, Reigate and Earlswood. The accommodation comprises sitting hall, dining room, drawing room, eight bedrooms, two bathrooms (h. and c.), servants' sitting room, and complete offices; modern drainage, gas, Company's water; well-built stabling and garage with excellent accommodation for married man. The picturesque grounds are laid out in tennis and croquet lawns, orchard, vegetable garden, and large paddock. Convenient to Betchworth Park Golf Course.

PRICE, FREEHOLD, £3,750.

Inspected and recommended by Messrs. A. H. LYNE & Co., Estate Agents, Dorking; and HARRODS (LD.), 62–64, Brompton Road, S.W. 1.



BUCKS

UNDER AN HOUR FROM PADDINGTON.

GENTLEMAN'S RESIDENCE, enjoying a southern aspect, occupying a secluded position in a very favourite district, handy for the station, church, post office, and with good service of trains to Town. Three reception rooms, gentleman's cloakroom (h. and c.), six bedrooms, bath-dressing room with bath, lavatory basin, also second bathroom similarly fitted. Good offices with servants' sitting room.

Co.'s water, gas, electric light, modern drainage, telephone, and independent hot water circulator. The grounds are a great feature of the property and should appeal to all lovers of a beautiful garden. Numerous shady trees, good tennis lawn, flower beds, herbaceous borders, fruit and kitchen garden, chicken runs, etc.; in all about

TWO ACRES.

GARAGE AND VARIOUS OTHER OUTBUILDINGS.

PRICE, FREEHOLD, £3,250.

Personally inspected and recommended by the Agents, HARRODS (LD.), 62–64, Brompton Road, S.W. 1.



NORTH DEVON

ONE MILE OWN TROUT FISHING (BOTH BANKS).

AN EXCELLENT SPORTING PROPERTY, consisting of a quaint old Devon House, together with about 24 ACRES OF GARDENS, GROUNDS AND MEADOWLAND. Lounge hall, three reception rooms, seven bedrooms, bathroom, and offices, including servants' hall.

HOUSE RECENTLY RENOVATED AND REDECORATED THROUGHOUT.

DRAINAGE RELAID. WATER BY GRAVITATION.

The whole Property is in excellent order. Stabling for four, good buildings, two cottages.

PRICE, FREEHOLD, £4,750.

AN ESPECIALLY ATTRACTIVE LITTLE PROPERTY FOR A SPORTING MAN.

Further details from the Agents, HARRODS (LD.), 62–64, Brompton Road, S.W. 1.



NORFOLK

Two miles from the station and five miles from an important town; in a charming district ABOUNDING WITH SPORT.

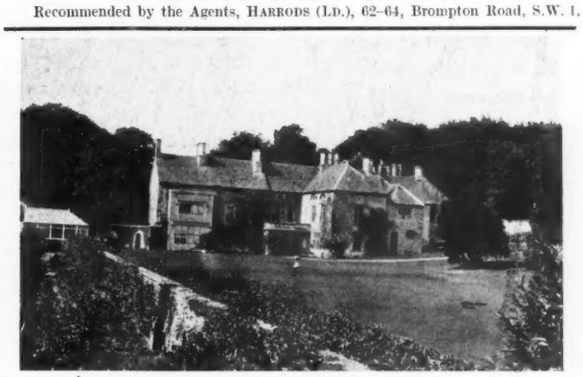
AN ATTRACTIVE RESIDENTIAL PROPERTY, with an old Manor House containing lounge hall, three reception rooms, billiard room, twelve bed and dressing rooms, bathroom, complete offices; good water, modern drainage, radiators.

GARAGE, STABLING FOR SIX, FOUR COTTAGES, FARMBUILDINGS. BEAUTIFULLY TIMBERED GROUNDS, shrubbery, two lawns, kitchen garden, glasshouses, arable and park-like pastureland; in all

30 ACRES.

PRICE, FREEHOLD, ONLY £4,000.

Recommended by the Agents, HARRODS (LD.), 62–64, Brompton Road, S.W. 1.



TO BE LET, UNFURNISHED.

SHOOTING OVER 1,400 ACRES. HUNTING WITH THREE PACKS.

GLOUCESTER & WORCESTER BORDERS

A FINE OLD COTSWOLD MANOR HOUSE, occupying a very fine position about 600ft. above sea level, commanding excellent views; approached by a long carriage drive, and containing hall, four reception rooms, billiard room, eleven bedrooms, three bathrooms, excellent domestic offices; modern drainage, electric light, Company's water, central heating; stabling for five horses, two garages, and useful outbuildings. The grounds are quite inexpensive to maintain, and well laid out in wide herbaceous borders, tennis and croquet lawn, ornamental trees, flowering shrubs, woodland, orchard, etc. Shooting over about 1,400 acres, including well-placed coverts. RENT £250 PER ANNUM. PREMIUM £1,500.

Further details from the Agents, HARRODS (LD.), 62–64, Brompton Road, S.W. 1.

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WILSON & CO.

14, MOUNT STREET, GROSVENOR SQUARE, LONDON, W.; and at YEOVIL.

HAMPSHIRE

Under 50 miles from London, in a first-rate shooting neighbourhood,

UNIQUE RESIDENTIAL AND SPORTING ESTATE OF 2,240 ACRES,

including
DELIGHTFUL OLD XVTH CENTURY HOUSE,
IN THE CENTRE OF A GRANDLY TIMBERED PARK OF NEARLY 300 ACRES.

20 BEDROOMS,
TWO BATHROOMS,
FINE SUITE OF RECEPTION ROOMS.

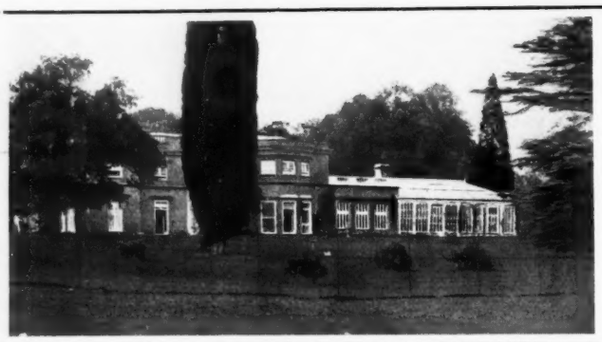


ELECTRIC LIGHT,
CENTRAL HEATING;
AMPLE STABLING AND GARAGE ACCOMMODATION.
NUMEROUS COTTAGES,
HOME FARM,
300 ACRES WOODLANDS.

DELIGHTFUL OLD GARDENS,
WITH MOAT AND FISHPONDS

FOR SALE.

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Ten miles from Salisbury. One-and-a-half hours from London.

A REMARKABLY CHOICE SPORTING PROPERTY

GEORGIAN HOUSE IN FINE PARK OF 250 ACRES,
with
3,000 ACRES OF SHOOTING.

In perfect order the charming old House occupies an enviable position, with south aspect, 300ft. above sea level, with lovely views; right away from the road, approached by half-a-mile carriage drive; fifteen bedrooms, four bathrooms, lounge hall, five reception rooms; central heating, acetylene gas; stabling, garage, five cottages. Inexpensive but beautiful grounds.

TO BE LET, UNFURNISHED,

at the remarkably low rent of £330 per annum, including 1,000 acres shooting (2,000 acres adjoining rented separately). Premium £1,000, lease six years to run.

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WEST SUSSEX

In a singularly charming position amidst beautiful scenery, adjoining an open common. Standing high, with most wonderful views extending to the South Downs.

A CHARMING OLD STONE-BUILT HOUSE,

in capital order and for the most part newly decorated. Electric light and other modern conveniences installed. Good water supply.

Large lounge hall, four reception rooms, twelve bed and dressing rooms, three bathrooms, complete domestic offices with servants' hall; entrance lodge, stabling, farmery.

THE GROUNDS contain a magnificent collection of specimen and other trees. En-tout-cas tennis court, rock garden, walled kitchen garden with greenhouses, orchard, picturesque woodland.

FINELY TIMBERED MINIATURE PARK.

FOR SALE WITH 32 ACRES.

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The subject of an illustrated article in COUNTRY LIFE.

A DORSET SHOW PLACE

In a first-class hunting country.

TO BE LET, UNFURNISHED, OR PARTLY FURNISHED,

A GENUINE JACOBEAN HOUSE,

A.D. 1604 containing many panelled rooms and superb fireplaces, with

SHOOTING OVER 800 ACRES.

Seated within a park of about 100 acres, this beautiful specimen characteristic of the best type of domestic architecture, is in a wonderful state of preservation. It is of medium size, with ten principal bedrooms, three bathrooms, beautiful hall and five reception rooms; electric lighting, central heating; stabling, garage, cottages.

OLD-WORLD GARDENS WITH BEAUTIFUL TOPIARY WORK.

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Telephone: Grosvenor 2036.

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BY DIRECTION OF THE EXECUTORS.
HUNTING. SHOOTING. COARSE FISHING IN LAKES.
Easy reach of the famous ROYAL ASHDOWN FOREST LINKS, and close to other excellent Courses. Two-and-a-half miles Tunbridge Wells Station, from whence London can be reached in one hour.

TO BE SOLD:
The well-known and remarkably beautiful RESIDENTIAL ESTATE known as

SHERNFOLD PARK, FRANT
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Situated in a much sought-after locality, amidst beautiful country, under 40 miles from London, 600ft. above sea level, commanding glorious views for 30 miles. Occupying undoubtedly one of the finest positions in the South of England. On the summit of a hill, facing due south, is the IMPOSING STONE-BUILT GEORGIAN RESIDENCE, in perfect order, and replete with every modern luxury. Twenty bed and dressing rooms, six well-fitted bathrooms; fine suite of reception rooms, two halls. Electric light, central heating, telephone. Well-timbered, undulating park with two lakes. SUPERB GARDENS AND GROUNDS of an unusually attractive character, possessing a charm only to be met with in a mature Estate of this importance. Fine old trees, immense specimen conifers, wide-spreading lawns, shrubberies, flower beds and gardens. Stabling, garage, numerous cottages; two lodge-guarded carriage drives; model home farm; the whole lying compactly together and having an area of about

175 ACRES.

Particulars and orders to view of the Sole Agents, Messrs. COLLINS & COLLINS, 37, South Audley Street, Grosvenor Square, London, W.1.



HUNTING. SHOOTING. TROUT FISHING.
UNDER TWO HOURS FROM LONDON.

WILTSHIRE
CHOICE RESIDENTIAL AND SPORTING ESTATE OF

1,000 ACRES

including this attractive

STONE-BUILT GEORGIAN RESIDENCE,

the subject of a vast expenditure within recent years, now in perfect order and fitted with every modern convenience; oak-panelled staircase hall, 20 bedrooms, three bathrooms, four reception rooms.

CENTRAL HEATING. ELECTRIC LIGHT. OAK FLOORS.
Modern stabling, garage.

FINELY TIMBERED PARKLANDS.

Delightful old gardens, picturesque lake. Capital home farm, two other farms, cottages.

ONE MILE TROUT FISHING. EXCELLENT SHOOTING AND WILDFOWLING.

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THREE MILES FROM THE CITY OF WINCHESTER, ONE-AND-A-HALF HOURS FROM WATERLOO.
THREE GOLF COURSES WITHIN A DISTANCE OF THREE MILES.

TO BE LET, UNFURNISHED, ON LEASE:

AN EXCEEDINGLY BEAUTIFUL AND UNIQUE RESIDENCE

with most artistically decorated apartments.

FIVE RECEPTION ROOMS,
SIXTEEN BED AND DRESSING ROOMS,
AMPLE OFFICES.

ELECTRIC LIGHT. COMPANY'S WATER. TELEPHONE.

HIGH GROUND. PICTURESQUE VIEWS.



MAJESTICALLY TIMBERED OLD-WORLD GROUNDS.

ANCIENT CHESTNUT AVENUE, WELL-KEPT LAWNS, TENNIS AND CROQUET COURTS, TERRACED WALK AND FLOWER BEDS.

Compact stabling and garage. Two cottages (an additional cottage rented separately).

Total area of about
FIVE ACRES

THIS DELIGHTFUL OLD PROPERTY POSSESSES ALL THE CHARM AND DIGNITY OF A MANORIAL RESIDENCE, AND WITH ITS UNIQUE COMPACTNESS AND MODERN CONVENIENCES IT IS INEXPENSIVE TO MAINTAIN.



Full particulars of lease, rent, etc., also orders to view, may be obtained of GUDGEON & SONS, Estate Agents, Winchester. (Folio 523.)

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LONDON,

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OLD-WORLD PROPERTIES
OF THE
TUDOR, ELIZABETHAN AND JACOBEAN PERIODS
PARTICULARIZED IN BY
DUNCAN B. GRAY & PARTNERS.

ARCHITECTURE

MESSRS. DUNCAN B. GRAY & PARTNERS will be pleased to accept instructions for advice, preparation of plans, etc., for the Renovation and Enlarging of Country and Town Properties; they have a special Department for this purpose and much important work is being carried out at the present moment under their supervision.



ABOUT TWO-AND-A-HALF HOURS SOUTH-WEST

TO BE SOLD.

UNIQUE XVTH CENTURY HOUSE, containing some magnificent oak panelling, oak-beamed walls and ceilings, open stone fireplaces, etc.

It contains hall and several reception rooms, seven bedrooms, bathroom, and offices.

BEAUTIFUL SUPPLY OF WATER.

Outbuildings and garage, four cottages; gardens, including tennis lawns, paddocks, etc.; in all

NINE ACRES.

EXCLUSIVE FISHING IN TROUT STREAM. GOOD HUNTING.

NOTE.—The whole of the valuable collection of antique furniture would also be Sold.

Agents, DUNCAN B. GRAY & PARTNERS, 129, Mount Street, W. 1.





WONDERFUL BARGAIN!

Owner willing to make big sacrifice. Will accept any reasonable offer.

WEST SUSSEX.

Four-and-a-half miles from the coast.

A PERFECTLY APPOINTED MODERN COUNTRY RESIDENCE, nicely situated near a station in a favourite spot. The accommodation consists of large well-proportioned rooms, comprising seven bedrooms, bathroom, three reception rooms, lounge hall, and billiard room; electric light, gas, Company's water, central heating, main drainage; garages and stabling. Furniture could also be purchased.—Inspected and recommended by DUNCAN B. GRAY & PARTNERS, 129, Mount Street, W. 1.



SUSSEX.

BETWEEN TUNBRIDGE WELLS AND EASTBOURNE.

Near station, high position, amidst delightful scenery.

PICTURESQUE OLD-WORLD RESIDENCE, just restored; contains many fine oak beams; reception hall 22ft. by 18ft., two sitting and seven bed and dressing rooms, bathroom, and offices.

Gardens and grounds, about

THREE ACRES,

are being laid out, and provide for grass walks, borders, yew hedges, tennis lawn, kitchen garden, etc.—Sole Agents, DUNCAN B. GRAY & PARTNERS, 129, Mount Street, W. 1.

IN PERFECT ORDER AND READY FOR IMMEDIATE OCCUPATION.



Under 30 miles from London.

TO BE SOLD.

Near the Sussex border.

A MOST PICTURESQUE OLD STONE-BUILT HOUSE, containing much old oak, with five bedrooms, bathroom, two reception rooms, compact offices. Every modern convenience, including electric light, radiators in every room; main water and drainage. Small gardens completely walled; garages, stabling, and first-rate farmbuildings, together with excellent grassland, nicely timbered; extending in all to about 85 ACRES.

Price and full particulars upon application.

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ASTONISHING FREEHOLD BARGAIN

600FT. ABOVE SEA LEVEL. GLORIOUS VIEWS. BEAUTIFUL PART OF HANTS.

£3,500, WITH 110 ACRES.—The RESIDENCE is lighted by electricity, and is fitted with central heating. It contains four or five reception rooms, billiard room, twelve bed and dressing rooms, two bathrooms, etc.; stabling, garages, and cottages; delightful gardens timbered with fine trees. The land is sound pasture, excepting a valuable piece of woodland of about 25 acres, which protects the house from the north. Long carriage drive. Altogether a compact and attractive little Estate. Possibly more land could be had.—Agents, DUNCAN B. GRAY and PARTNERS, 129, Mount Street, W. 1.

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MODERATE PRICE.



CHILTERN HILLS.

Under an hour from Town, near Dunstable.

GEORGIAN STYLE.

Four acres. Eight or ten bedrooms, four reception, and billiard room; cottage, stabling, three garages.

Central heating, gas, telephone.

£6,500.



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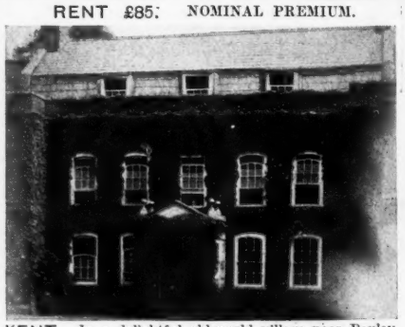
Bordering Chorleywood Common and the golf course.

OLD ENGLISH TYPE.

Three acres. Nine bedrooms, two baths, three reception rooms; fine garage; central heating, electric light.

Company's water and telephone.

RENT £85. NOMINAL PREMIUM.



KENT.—In a delightful old-world village near Bexley.

GENUINE QUEEN ANNE.

30 acres or less. Ten bedrooms, three spacious reception rooms, bathroom; stabling, garage, three cottages. Central heating, gas, telephone.

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Inspected and recommended by the Agents.

A COMPACT RESIDENTIAL ESTATE IN THE HEART OF THE

GLORIOUS NEW FOREST



A PICTURESQUE ELIZABETHAN STYLE RESIDENCE, containing four reception rooms, billiard room, lounge hall, fifteen bedrooms, four bathrooms, servants' hall; acetylene gas, central heating, septic drainage, good water supply; four cottages, lodge, stabling, garages, small farmery; about 29 acres of well-timbered park-like land; beautiful gardens with lake, lawns and terraces, kitchen garden, and orchard. Hunting, golf, etc.—For further particulars and terms, apply FEAR & WALKER, Winchester; 1, Maddox Street, W. 1, and Newbury. (8915.)

NEW FOREST

WITH GLORIOUS VIEWS.

DELIGHTFUL RESIDENTIAL ESTATE, with small FARMERY, in a favoured social neighbourhood; four reception rooms, eight bed and dressing rooms, etc.; entrance lodge, cottage; electric light, ample water supply; 50 acres pasture, sixteen acres arable; productive garden and orchard, charmingly timbered grounds.

TOTAL AREA 72 ACRES.

PRICE, FREEHOLD, £13,000.

Inspected and strongly recommended by Owner's Agents, EDWIN FEAR & WALKER, Winchester. (8599.)

INTERESTING OLD TOWN IN

NORTH SOMERSET.

BATH (near).—Delightful Georgian RESIDENCE in picturesque grounds of about

THREE ACRES.

Four reception rooms, billiard or music room, nine bedrooms, bathrooms; central heating, Co.'s gas and water, main drainage; two cottages; tennis and croquet lawns, walled kitchen garden.

PRICE, FREEHOLD, £4,500.

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By direction of Hugh Newton, Esq.

BARRELLS HALL



Three miles from Henley-in-Arden, nine miles from Stratford-on-Avon, fourteen miles from Leamington Spa and the city of Birmingham.

FOR SALE, Privately or by AUCTION, early in the season, the above attractive MANSION, replete with modern conveniences.

PICTURESQUE LODGE ENTRANCE.

COTTAGE, STABLING, GARAGE, ETC.

SEVENTEEN ACRES OF GARDENS AND GROUNDS

More land can be acquired if desired.

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HEART OF FAVOURED HUNTING CENTRE.

FOR SALE.

A LUXURIOUS STONE-BUILT RESIDENCE.

PERFECTLY APPOINTED AND FITTED.

MINIMUM OF LABOUR REQUIRED.

PICKED POSITION. GLORIOUS VIEWS.

Twelve bedrooms, two bathrooms, five reception rooms, music and billiard room (polished floors to all rooms); lodge, garage, etc.; electric light, heating, independent hot water, telephone.

35 ACRES.

PICTURESQUE GARDENS AND GROUNDS. (5070.)

XVITH CENTURY RESIDENCE.

WITHIN ONE HOUR RAIL OF LONDON.

UNIQUE PROPERTY, situated in hilly well-wooded and picturesque country, and within two-and-a-half miles of good main line station, standing in three acres of well-wooded parklands.

Six bedrooms, Bathroom, | Lounge hall, and Two reception rooms,

Stabling, garage and farmery, two cottages.

ELECTRIC LIGHT. UNFAILING WATER SUPPLY.

Nice gardens and tennis court.

ABOUT 65 ACRES.

OR WOULD BE SOLD WITH LESS LAND.

Recommended. (5254.)



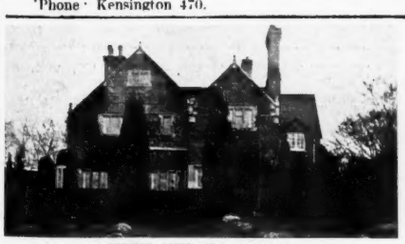
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WITH UNIQUE VIEWS.

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FREEHOLD. £5,500.



WOODWORK FROM NELL GWYNNE'S HOUSE

COLCHESTER (near to).—A very choice little PLACE, standing in secluded grounds of about FOUR ACRES, and comprising dining room 25ft. by 24ft. (oak floor), drawing room 37ft. by 20ft. (with panelled walls and ballroom floor), billiard room, servants' hall, nine good bedrooms and dressing rooms. GARAGE AND STABLING. ELECTRIC LIGHT, GAS, CO.'S WATER. The whole in excellent order.

AT BARGAIN PRICE.

BENTALL & HORSLEY

LAND AND ESTATE AGENTS,

Gerrard 5318. 199, PICCADILLY, W. 1.

COUNTRY PROPERTIES AT BARGAIN PRICES.

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GENTLEMAN'S RED BRICK GEORGIAN FARM RESIDENCE; eight bed, bath, three reception; four cottages, extensive buildings, and

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ABSOLUTELY THE CHEAPEST PROPERTY IN THE MARKET.

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SHROPSHIRE.

22 ACRES.

ONE OF THE MOST BEAUTIFUL SMALL ESTATES in the county, comprising a lovely old "Black and White" Residence, occupying a magnificent position with fine views.

Four panelled reception rooms, billiard room, ten bed and dressing, two well appointed bathrooms.

ELECTRIC LIGHT. CENTRAL HEATING.

Stabling, garages, farmery, two cottages, lovely old-world gardens, and

MINIATURE PARKLANDS.

The whole in the most perfect order.

£8,500 ONLY. GREAT BARGAIN.

BENTALL & HORSLEY, as above.

OXON-WARWICK BORDERS.

A STATELY COUNTRY RESIDENCE, containing four reception, twelve bed, bath, etc.; having ELECTRIC LIGHT installed, and standing high up in fine old walled grounds, with gardener's cottage, and

MINIATURE PARKLANDS.

30 ACRES. PRICE ONLY £6,000.

Splendid hunting. *Trout fishing obtainable.*

A REAL BARGAIN.

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£2,500. FOUR ACRES.

A DECIDED BARGAIN.

Opportunity not to be missed.

RURAL NORTH BERKS (main line station 90 minutes).—Gentleman's very substantial old-fashioned creeper-clad COUNTRY HOUSE, in picturesque old-world garden, with prolific three-and-a-half-acre grass orchard adjoining which produces £65 per annum. Five bed, bath, three reception; sandy soil; near lovely old village and church.

First time available for 30 years.

BENTALL & HORSLEY, 199, Piccadilly, W. 1.

CANTERBURY (ten minutes from stations, shops, churches, etc.).—For SALE, with immediate possession, a charming and picturesque old-fashioned RESIDENCE; fine old carved oak panelling, beams, etc.; lounge hall, two reception rooms, seven bedrooms, bath, etc.; small garden; electric light, gas, water, telephone. Price, Freehold, £1,750.—Apply COOPER & WACHER, Land Surveyors, etc., Canterbury.

CROWN LANDS, No. 145, PICCADILLY, W. 1.

THIS IMPORTANT MANSION situate at Hyde Park Corner, overlooking the Green Park and Hyde Park, to be LET by Tender, on lease for 21 years, at an annual rent. The Mansion, which is approached by a carriage drive used jointly with No. 144, Piccadilly, contains spacious and well lighted accommodation, including entrance hall, principal staircase hall, a secondary staircase with electric passenger lift, drawing room, dining room, ballroom, study, library, about 25 bedrooms, conservatory, etc. Tenders will be received up to February 22nd next.—Full particulars and forms of Tender, with orders to view, can now be obtained from Mr. JOHN MURRAY, F.R.I.B.A., 11, Suffolk Street, Pall Mall, S.W. 1; or from the SECRETARY, Office of Woods, No. 1, Whitehall, S.W. 1.

EDINBURGH.
Telegrams: "Castiglione."
Telephone: Central 147.

CASTIGLIONE & SONS

LONDON.
Telegrams: "Accastillo, Wesdo."
Telephone: Mayfair 76.

THE NEW EDITION OF THE SCOTTISH AND ENGLISH ESTATES REGISTER will be published in March, and will contain a splendid selection of all classes of property in every part of the country, either for renting or purchasing. Owners and Solicitors who are desirous of disposing of their Estates, Country Houses, Farms etc., are cordially invited to send full particulars and photographs in time for publication in the Register, which will be inserted free of all charge, and circulated over a wide area in every part of the United Kingdom.

TOWN DEPARTMENT.—We have a large number of applicants for the purpose of purchasing and renting town properties, and a special department is now open for dealing with all classes of Town Houses and Flats, Furnished or Unfurnished; Shops and Business Premises. Owners and Solicitors with properties of this description for disposal, are asked to furnish us with full particulars.

WE UNDERTAKE THE MANAGEMENT AND SALE BY AUCTION AND PRIVATE TREATY, of all classes of property, in all parts of the United Kingdom; also Valuations for Probate, Mortgage Purposes, etc. Inventories accurately made and checked; Rent collections undertaken.

ALL BUSINESS ENTRUSTED TO US IS UNDER PERSONAL SUPERVISION.

ABOUT TWO MILES FROM WELLINGTON COLLEGE STATION.

BERKS.

A CHOICE FREEHOLD RESIDENTIAL ESTATE, FOR SALE, with vacant possession, comprising a charming old Farmhouse, approached by long carriage drive with picturesque lodge entrance. The accommodation comprises large lounge hall, three reception rooms, billiard room, eight bedrooms, bathroom (h. and c.), usual domestic offices. The attractive and well laid-out pleasure grounds comprise two tennis lawns, croquet lawn, flower borders productive kitchen garden. The outbuildings are well built, and include dairy, gas house, granary, and useful range of farmbuildings. GARAGE AND FOUR MODERN COTTAGES; extending in all to some 160 ACRES, principally grass, which has been farmed for many years by the present owner.

The valuable timber on the Estate will be included in the Sale.

Full particulars and price on application. (E 809.)

Commanding extensive views. Standing on high ground.

SHREWSBURY.

WELL-PLANNED AND SUBSTANTIALLY BUILT FREEHOLD RESIDENCE FOR SALE, containing lounge hall, three large reception rooms, eight bedrooms, dressing room, large well-fitted bathroom (h. and c.), heated linen cupboard, complete domestic offices; Borough water and Company's gas. The delightful gardens, which run down to the River Severn, include ornamental shrubberies, flower gardens, tennis lawn, well-stocked and productive kitchen garden, raspberry plantation, etc.

PRICE £3,500 (OR NEAR OFFER), FREEHOLD.

Further particulars and photographs may be obtained on application. (E 877.)

WORCESTERSHIRE.

FOR SALE, a charming old-world, detached, Freehold cottage-style COUNTRY RESIDENCE, with immediate possession. The accommodation comprises lounge hall, three reception rooms, seven bedrooms, two bathrooms (h. and c.), ample domestic offices.

COMPANY'S GAS AND WATER, MAIN DRAINAGE.

The picturesque gardens and rich old pasture orchards extend to about

FIVE ACRES.

Brick and tiled stabling, coach-house or garage, and loft, good range of outbuildings.—Further particulars, orders to view, and price on application. (E 830.)

Twelve miles from London. 480ft. above sea level.

MIDDLESEX.

HISTORICAL TUDOR HOUSE (which can be traced back for more than 400 years).—For SALE, with possession, most beautifully situated, well back from the road, approached by long carriage drive, and surrounded on three sides by picturesque woodlands, and containing the following accommodation: Oak-panelled hall, four reception rooms (two of which have large open hearths), six bedrooms, three bathrooms, complete and well-arranged domestic offices; electric light, telephone, central heating, main drainage, Company's water; charming old-world gardens, including shrubberies, rhododendron beds, tennis, croquet and other lawns, walled-in kitchen and fruit garden; garage for three or four cars, gardener's cottage, and extensive range of outbuildings; the whole covering an area of about FOUR ACRES. The above desirable Freehold Property is offered for SALE by Private Treaty at BARGAIN PRICE, with or without the valuable contents.—Full particulars, photographs, and orders to view on application. (E 851.)

FALMOUTH.

FOR SALE, with vacant possession, AN ATTRACTIVE, well-built FREEHOLD FAMILY RESIDENCE, standing on high ground, in good residential district, and containing the following accommodation: Three reception rooms, billiard room, study, twelve bedrooms, bathroom (h. and c.), excellent domestic offices; magnificent grounds, including pergolas, tennis lawns, large walled and productive kitchen garden, greenhouses, vinery, etc.: stabling and garage, range of substantially built outbuildings. Fishing and golf within easy reach.

TO BE SOLD AT BARGAIN PRICE.

Full particulars and orders to view on application. (E 881.)

WILTS.

Within a mile of main line station; eight miles from Bath, and in first-class hunting district.

FOR SALE, a fine old stone-built GEORGIAN HOUSE, in excellent repair, and recently redecorated, with accommodation as follows: Large entrance hall with oak floor, three reception rooms, eight bedrooms, dressing room, bathroom, convenient domestic offices; picturesque walled-in garden, small paddock; stabling, and useful range of outbuildings. PRICE £2,500 (or near offer), FREEHOLD, with possession.—Further particulars may be obtained on application to the Agents. (E 876.)

WILTS.

A GENUINE OLD HOUSE OF CHARACTER, of the TUDOR and STUART design, dating from the XVth century, restored about a year ago, and put into thorough order. The hall and staircases are unique, and the four panelled, QUEEN ANNE rooms are in perfect order. The accommodation comprises great hall, dining room with musicians' gallery, drawing room, smoking room, billiard room, twelve bedrooms, two dressing rooms, boudoir, two bathrooms, extensive and convenient domestic offices.

ELECTRIC LIGHT.

GAS. COMPANY'S WATER.

Beautiful old-world gardens, light rich soil; garage for two cars with pit, three cottages, etc.

The furniture, which is in keeping with the architecture, can be purchased if desired.—For further particulars, price and orders to view, apply to the Agents. (E 865.)

Standing high, with splendid views from all windows.

SURREY.

AN EXCEPTIONALLY ATTRACTIVE FREEHOLD RESIDENCE, with vacant possession on completion, containing lounge hall, two reception rooms, four bedrooms, bathroom, ample domestic offices.

ELECTRIC LIGHT, TELEPHONE, GAS FIRES, MAIN DRAINAGE.

Pretty and well laid-out gardens.

PRICE £2,500, FOR QUICK SALE. (E 874.)

On the Herts and Middlesex Borders; two miles from Watford, four miles from Harrow, and one-and-three-quarter miles from Bushey Station (L. & N.W. main line).

HERTS.

FOR SALE, a well-built, modern detached Freehold RESIDENCE, 500ft. above sea level, on gravel soil, and containing hall, two reception rooms, study, five bedrooms, dressing room, bathroom (h. and c.), and usual domestic offices; gas, main water and drainage, telephone. The gardens, of about a quarter of an acre, include tastefully laid-out garden, and small greenhouse; ample room for garage. PRICE £2,400, FREEHOLD. (E 870.)

LONDON:
19, Hanover Square, W. 1.

CASTIGLIONE & SONS
AUCTIONEERS AND LAND AGENTS.

EDINBURGH:
32, South Castle Street.

CONSTABLE & MAUDE

AUCTIONEERS, LAND AGENTS AND SURVEYORS, 2, MOUNT STREET, W.1, and STOW-ON-THE-WOLD, GLOS.

Telephone: Grosvenor 1427. Telegrams: "Audconslan, Audley, London."

PRELIMINARY ANNOUNCEMENT.



HANTS AND SURREY BORDERS.—Picturesque RESIDENCE on a southern slope, overlooking private park, commanding magnificent views, and containing lounge hall, billiard and three reception rooms, fourteen bed and dressing rooms, three bathrooms, and good offices.

Stabling, garage, two cottages.

MAIN WATER. CENTRAL HEATING.
ACETYLENE GAS.

Grounds of exceptional beauty, having an area of about

FOUR-AND-A-HALF ACRES.

For SALE by AUCTION in February next (if not sold by Private Treaty in the meantime).—Full details from CONSTABLE & MAUDE, as above.

BATTAM & HEYWOOD

Established 1837.
20, DAVIES STREET, BERKELEY SQUARE, W. 1.



BUSINESS MAN'S OPPORTUNITY.

ATTRACTIVE MODERN DETACHED HOUSE, within easy daily reach of London by fast trains; three reception rooms, seven bedrooms, bathroom; garage.

GROUNDS OF ONE-AND-A-HALF ACRES.

Gas. Electric light. Main water and drainage.

PRICE £4,000, FREEHOLD.

Or will Let on Lease. (1883.)

RIPPON, BOSWELL & CO., F.A.I.

Telephone No. 204. Established 1884.
LAND AGENTS, SURVEYORS, AUCTIONEERS & VALUERS, 8, QUEEN STREET, EXETER

ILLUSTRATED REGISTER of all Properties, Country Houses and Estates in the South and South-Western Counties. price 2/-. by post 2/6.

GOLF LINKS AND SEA WITHIN EASY REACH.

EDGE OF NEW FOREST.

PICTURESQUE HALF-TIMBERED GABLED RESIDENCE, amid glorious scenery; hall, two reception, four bedrooms, bath.

GARAGE AND BUILDINGS.
NICE GARDEN, TENNIS LAWN, AND PADDOCK.
TWO-AND-A-QUARTER ACRES

PRICE £2,000.

Newly built five-roomed BUNGALOW in two-and-three-quarter acres near. Price £850. Five-and-a-half acres additional land if required.

RIPPON, BOSWELL & Co., Exeter. (-301.)

A BARGAIN.

BATH DISTRICT.

SMALL INTENSIVE DAIRY AND POULTRY FARM.

ELEVEN-AND-A-HALF ACRES.

On southern slope.

EXCELLENT RESIDENCE, AND NUMEROUS OUT-BUILDINGS.

Accommodation for 1,000 pens under ideal conditions.

PRICE,

including six dairy cows, large number of poultry, implements, etc.,

£1,850.

RIPPON, BOSWELL & Co., Exeter. (-294.)

MID-STAFFORDSHIRE.—For SALE, with early possession, a most desirable moderate-sized RESIDENCE, one mile from main line station (L. & N.W. Ry.), containing lounge hall, four reception rooms, billiard room, seven principal bedrooms, two dressing rooms, three servants' bedrooms, day and night nurseries, three bathrooms, adequate domestic offices; electric light, central heating, Corporation water; recently renovated and re-decorated at great cost, and in perfect condition throughout; stabling and other buildings, heated garage; delightful pleasure gardens, double tennis and full-sized croquet lawns, walled kitchen garden; three first-class cottages; four enclosures of turf; in all 22 acres. Freehold. Will be sacrificed to immediate purchaser.—Full particulars from Messrs. EVANS & EVANS, Bank House, Stafford.

TO LET, with immediate possession, a FARM of 350 acres in South Herefordshire; near important market town. Land is in first-class condition; good house and buildings; water laid on: the whole suitable for gentleman wishing to build up a herd of pedigree cattle.—For full particulars reply "Box 719," T. B. BROWNE'S ADVERTISING OFFICES, 163, Queen Victoria Street, E.C. 4.

Telephone: 1579 Regent.
Telegrams: "Mercoral, London."

F. L. MERCER & CO.

7, SACKVILLE STREET, PICCADILLY, W.1.

AN INCREDIBLE BARGAIN.

LESS THAN HALF PRE-WAR VALUE.

COLCHESTER

(within easy reach).

GENTLEMAN'S RESIDENTIAL AND AGRICULTURAL ESTATE. Very superior Residence; lounge hall, three reception, two bathrooms, seven bedrooms; telephone, gas. Charming old-world and heavily timbered pleasure grounds; farmhouse, five cottages, extensive buildings, and

165 ACRES.

BARGAIN. FREEHOLD, £4,500 (cost £10,000).

A PHENOMENAL BARGAIN

In the favourite Petersfield district; one-and-a-half hours from London.

A BEAUTIFUL LITTLE FREEHOLD ESTATE OF

25 ACRES,

With a Replica of an old English Manor House, providing lounge hall, four reception rooms, eleven bed and dressing rooms, bath (h. and c.).

GAS. MODERN DRAINAGE. GRAVEL SOIL.

Stabling, garage, farmbuildings, and modern cottage. Lovely gardens and park-like meadowland.

PRICE ONLY £5,750.



IDEAL COUNTRY HOME FOR CITY MAN.

PRICE MUCH BELOW PRE-WAR COST.

KENT.

Only fifteen miles from London, yet in the midst of charming rural country.

THE EXCEPTIONALLY ATTRACTIVE RESIDENCE, with OAK BEAMS and PANELLING, is in perfect order, and contains lounge hall, three large reception, full-sized billiard, bath, nine bedrooms. GAS. MAIN WATER. TELEPHONE. *The pleasure grounds, which are a special feature, cover an area of about*

FIVE ACRES.

Stabling, garage; studio; gravel soil, high situation, due south aspect, lovely views.

FREEHOLD, £5,250. IMMEDIATE POSSESSION. The furniture could be purchased if desired.

DELIGHTFUL BLACK AND WHITE

ELIZABETHAN RESIDENCE,

FULL OF OAK, MODERNISED, BUT RETAINING ALL THE PERIOD FEATURES.

KENT

40 MILES LONDON, EASY REACH OF COAST.

Lounge hall, three reception, seven bedrooms, bathroom.

ELECTRIC LIGHT.

MAIN WATER. MODERN DRAINAGE.

HOME FARM WITH PICTURESQUE FARMHOUSE.

Garage, farmbuildings; cherry orchard; 70 ACRES pasture intersected by stream.

FREEHOLD, £4,500.

The valuable old furniture, mostly James II., could also be purchased if desired.

HUNTING.

V.W.H. CRICKLADE BERKSHIRE

RESIDENTIAL AND SPORTING ESTATE,

200 ACRES.

110 DAIRYING PASTURE, 60 WOODLANDS, 30 ARABLE.

ELIZABETHAN RESIDENCE;

THREE RECEPTION, THIRTEEN BEDROOMS, TWO BATHROOMS. ENTRANCE LODGE. TWO COTTAGES. DELIGHTFUL GROUNDS AND PARK.

FREEHOLD, £8,000, INCLUSIVE.

BRACKETT & SONS

TUNBRIDGE WELLS. and 34. CRAVEN ST., CHARING CROSS, W.C. 2

SUSSEX.

A FEW MILES FROM TUNBRIDGE WELLS.

TO BE LET, FURNISHED, COUNTRY RECTORY, IN A LOVELY SITUATION on rising ground, with pretty views. Surrounded by a well planted pleasure garden and paddock of about

SIX ACRES.



Drawing room, eastern room, lounge hall or dining room, study, also Monk's annexe, seven principal and five secondary bedrooms, bathroom. Boat on large lake. FROM FEBRUARY 1ST, 1922, FOR TWO YEARS, AT 15 GUINEAS PER WEEK (or offer). (Folio 19,387.)

TUNBRIDGE WELLS.

THE LONG LEASEHOLD TO BE SOLD.

PRICE £5,000.



VERY WELL BUILT DETACHED HOUSE, standing in a high position; nine bedrooms, four bathrooms, three reception rooms, conservatory, two staircases, kitchen, servants' hall, and domestic offices on the ground floor; telephone, radiator heating. GOOD GARAGE, COTTAGE, with three bedrooms, kitchen, and bathroom. NEARLY TWO ACRES of flower and kitchen gardens, with hothouses, forcing pits, etc. LEASE EXPIRES 1959. GROUND RENT, £26. THE FREEHOLD REVERSION can be secured for £1,100. (Folio 31,186.)

FURTHER PARTICULARS OF BRACKETT & SONS, AS ABOVE.

W. HUGHES & SON, LTD.

AUCTIONEERS AND ESTATE AGENTS,
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'Phone: 1210 Bristol. Established 1832.

GLOS AND MON BORDERS.

500ft. up, commanding magnificent views of the Severn Valley.



THIS EXCEPTIONALLY ATTRACTIVE COUNTRY RESIDENCE, in perfect order and repair, with oak floors and doors throughout; lighted by electric light, and containing lounge hall, three reception, six or eight bedrooms, bath (h. and c.); Co.'s water.

EIGHT ACRES,

including a splendid paddock of four acres and orchard of two acres; excellent stabling, garage, and two cowsheds and good cottages.

AN IDEAL COUNTRY PROPERTY.

Price £4,500 (about). Hunting, fishing.—Apply to W. HUGHES & SON, LTD., as above. (Folio 16,157.)

ON THE BANKS OF THE SEVERN.

AN ATTRACTIVE GEORGIAN RESIDENCE, approached by drive, and seven-and-a-half acres; four reception, ten bed and dressing rooms; Co.'s water, gas, and telephone. Close to station; 300ft. up. Price £3,000.—Apply to W. HUGHES & SON, LTD., as above. (Folio 16,304.)

£1,500 WILL PURCHASE an ideal COUNTRY COTTAGE in Somerset, with one-and-a-quarter acres; three reception, four bedrooms, bath (h. and c.); Co.'s water; stabling. Station close. In perfect order. Strongly recommended by W. HUGHES & SON, LTD., as above. (Folio 16,362.)

WANTED, an Unfurnished HOUSE in Glos or District, on short lease; three reception, ten beds; few acres. Rent not to exceed £150.—Reply to "C.," c/o Agents, as above.

PEMBROKESHIRE.

By order of the Executors of the late Mr. Samuel Hall.

MESSRS. EVANS & ROACH, F.A.I., have received instructions to SELL at an early date the following Freehold PROPERTIES, all situated in the County of Pembroke: Mansion and lands, known as "Ivy Tower" and Ivy Tower Farm, comprising altogether about 242 acres; the Manor or Lordship of St. Florence; Greenhill Farm, about 424 acres, in the parish of Pwllcrechan; Hentland Farm, about 236 acres, and Hoplass Farm, about 115 acres, both in the parish of Rhoscrowther.—Particulars and plans in course of preparation and will be issued in due course.—For further information and orders to view apply to the Auctioneers, Milford Haven, or to the Solicitors, Messrs. LINTON & SON, 10, Park Place, Cardiff.

MESSRS. CRONK

ESTATE AGENTS AND SURVEYORS,
KENT HOUSE, 1B, KING STREET, ST. JAMES'S, S.W., and SEVENOAKS, KENT.
Established 1845. Telephones, 1195 Regent, 4 Sevenoaks.

KENT (on Surrey Border; ten minutes from station, 20 miles from London; high, on gravel soil, with south aspect).—Fine old Georgian HOUSE, in grounds of about five acres; lounge hall, five reception, ten bed and dressing rooms, bathroom, and servants' accommodation; stabling, garage, cottage, and farmery. Charming old-world walled-in gardens, orchard, and paddock. To LET, for remainder of lease.—Messrs. CRONK, as above. (8230.)

In one of the finest positions in

SEVENOAKS (standing high with magnificent views, ten minutes from station).—Well-built and very attractive Freehold RESIDENCE, in three-and-a-half acres, approached by a carriage drive; lounge hall, three reception, ten bed, bathroom, etc.; tennis lawn, flower and kitchen gardens, greenhouse, etc.—Messrs. CRONK, as above. (6190.)

TUNBRIDGE WELLS (in choice position, 450ft. above sea level, ten minutes from station).—A charming Freehold RESIDENCE, in delightful grounds of two acres, containing ten bed, two bath, billiard, and three reception rooms, lounge, and ample offices; telephone; stabling; beautiful gardens with tennis lawn.—Apply Messrs. CRONK, as above. (9661).

NEW FOREST (Hampshire).—For SALE, £13,000, Freehold RESIDENTIAL PROPERTY, comprising attractive House with lovely views; thirteen bedrooms, billiard room, two bathrooms; central heating, Company's water, acetylene gas, modern drainage, telephone, etc.; farm and woodlands; 73 acres, mostly grass; station one-and-a-half miles. Hunting, shooting and golf in neighbourhood.—MURRAY, HUTCHINS & CO., Solicitors, 11, Birchin Lane, London, E.C. 3.

DENYER & RUMBALL

Auctioneers and Land Agents,

88, HIGH STREET, TUNBRIDGE WELLS,

Tonbridge, East Grinstead, and 30, BUSH LANE, E.C. (Tel. City 4180.)

PRICE, FREEHOLD, £2,000,

TUNBRIDGE WELLS (three miles from).—Capital modern HOUSE; five bed, bath, and two good reception rooms; gas, water, main drainage; productive garden, lawn and orchard; one-and-three-quarter acres.

KENT AND SUSSEX BORDERS.

ATTRACTIVE RESIDENTIAL PROPERTY of ten acres of beautifully timbered park-like grounds. PICTURESQUE FAMILY RESIDENCE on two floors; ten bed and dressing rooms, bathroom, four reception rooms, good offices. ELECTRIC LIGHT, GAS, CO.'S WATER, TELEPHONE. Stabling and garage; two tennis lawns, prolific kitchen garden, and glasshouse.

PRICE, FREEHOLD, £5,500.

KENT (near the county town).—FRUIT AND GRASS FARM, 80 acres. Good farmhouse and buildings; Co.'s water. FREEHOLD, £4,000, with possession.

SMALL RESIDENTIAL FARM.

SUFFOLK (easy reach market town and coast; good sporting district).—Charming old-fashioned RESIDENCE, modernised; three reception, five bed, attics, bath; excellent farmbuildings, three cottages; 53 acres, half meadowland; bounded river. For SALE, with early possession, £3,000.—COBBE & WINCER, Ipswich.

Telephone: 1611 and 1612 Regent.

MESSRS. WHATLEY, HILL & CO.

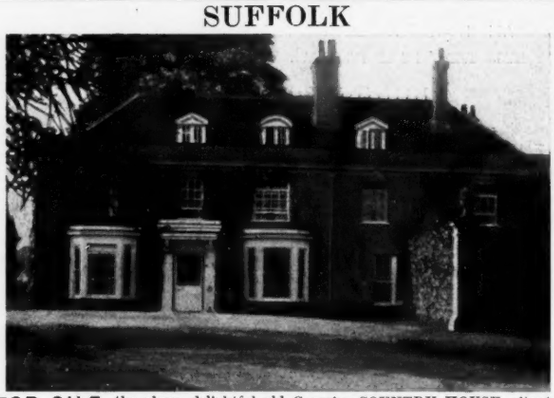
Telegrams: "Whatleying," London.

BUCKS



FOR SALE, the above beautiful COUNTRY HOUSE, possessing many unique features, situated 500ft. above sea level, near a common, one-and-a-half miles from station, one hour from London. ACCOMMODATION: Large hall 30ft. by 30ft., dining room, library and billiard room, seven bedrooms, two bathrooms, complete domestic offices; electric light, telephone, and all modern conveniences; stabling and garage with pit. The gardens are beautifully arranged; they include tennis court, etc., and there is an orchard and two acres of woodland; a total area of about six acres. The grounds are maintained by one gardener with occasional help. Price £6,800. (Folio 7109.)

SUFFOLK



FOR SALE, the above delightful old Georgian COUNTRY HOUSE, situated in a lovely rural district, on gravel soil, 250ft. above sea level, one mile from village, and a short motor ride from Bury St. Edmund's. Accommodation: Oak-panelled lounge hall, four sitting rooms, thirteen bed and dressing rooms, bathroom, complete domestic offices, including butler's pantry and servants' hall; electric light and central heating throughout, new drainage and unfailing water supply; two first-rate modern cottages, excellent stabling for five horses, garage with pit; lovely old gardens and well-timbered grounds, kitchen garden, croquet and tennis lawns, trout pond and four paddocks; in all nineteen acres. Price, Freehold, £7,500. (Folio 6300.)

MESSRS. WHATLEY, HILL & CO., 24, RYDER STREET, ST. JAMES'S, S.W. 1.

MESSRS. MILLAR, SON & CO.

AUCTIONEERS, LAND AND ESTATE AGENTS, 46, PALL MALL, LONDON, S.W. 1.

'Phone: Regent 672. Telegraphic Address: "Millaresta, London."



BETWEEN GUILDFORD AND FARNHAM.

£5,000,

with

ELEVEN ACRES, TWO COTTAGES, BUILDINGS, ETC., and VERY INEXPENSIVE GARDENS.

TO BE SOLD, this well-arranged RESIDENCE, on sandy soil, having COMPANY'S GAS AND WATER, and containing ELEVEN BED, BATH, AND THREE RECEPTION ROOMS.

SERVANTS' HALL, ETC.

Agents, MILLAR, SON & CO., as above.

CONVENIENT FOR BIRMINGHAM, WOLVERHAMPTON AND KIDDERMINSTER.

TO BE SOLD, WITH OVER 20 ACRES, TWO COTTAGES, and usual buildings. A capital House, with three reception, billiard, bath, and twelve bed and dressing rooms, etc.

LOW PRICE.

V.W.H. COUNTRY.—Eleven bed; thirteen acres. £7,000.

GRAFTON.—Seven bed; three-and-a-half acres. £5,000.

£4,500.

REDUCED FROM £5,500.

TO ENSURE IMMEDIATE SALE.

Within an hour's rail.

400FT. UP. IN PRETTIEST PART OF KENT.

Eight bed and dressing, bath, and three reception rooms. CO.'S WATER. CENTRAL HEATING. GAS. COTTAGE, GARAGE AND 28 ACRES.

WARWICKSHIRE.—Twelve bed; six acres. £6.000.

BELVOIR.—Fourteen bed; 26 acres. £7,500.

Agents MILLAR SON & CO., as above.

DONALD HUGHES

Telephone: Park 2422

WEST COUNTRY ESTATE AGENT, 56, BASSETT ROAD, LONDON, W. 10.

Selections of Country Properties for Sale sent on receipt of requirements.

SOUTH DEVON COAST.





BUDLEIGH SALTERTON.—For SALE, the above comfortable old-fashioned HOUSE near sea and excellent golf links; in delightful grounds of nearly an acre; gas, main drainage; charming views. Freehold, £4,250, or offer (part can remain).—Details from DONALD HUGHES, as above.

TILLEY, CULVERWELL & PARROTT

SOMERSET, WILTS & GLOS ESTATE AGENCY, 10, WALCOT STREET, BATH. Telephone 884.



WILTS (near Malmesbury).—To be SOLD, with possession, attractive RESIDENCE, standing 400ft. up with extensive views, containing four reception rooms, eleven bed and dressing rooms; tennis lawn, kitchen garden, orchard, and thirteen acres of pasture. Cottage, stabling, garage; good hunting. PRICE £7,000 (offers considered).

BATH (near).—To be SOLD, with possession, PASTORAL HOLDING of nearly 50 acres. House contains three reception rooms, six bedrooms, bathroom; electric light and gas; excellent buildings. PRICE £6,000.

SOMERSET (near Frome).—To be SOLD, with possession, convenient RESIDENCE; three reception rooms, six bedrooms, dressing room, bathroom; half-an-acre of garden; electric light and gas. PRICE £2,100.

Further particulars of the Agents, TILLEY CULVERWELL and PARROTT, as above.

GOLBIE & GREEN

AUCTIONEERS AND ESTATE AGENTS, 9, BRUTON STREET, BERKELEY SQUARE, W.1.

Telephone: Mayfair 3034.



MAGNIFICENT EXAMPLE OF JACOBEAN ARCHITECTURE.

Full of old oak, and in an exquisitely laid-out garden.

IN THE HORSHAM DISTRICT (close to a station and village, with south aspect and about 200ft. up).

A REALLY DELIGHTFUL LITTLE PROPERTY,

perfect in every detail, with fine dining hall, drawing room and morning room, and massive oak beams and rafters, and beautiful inglenook fireplaces, hall with gallery staircase, five bedrooms, also with oak beams and rafters, four bathrooms, and splendidly appointed offices. Secondary Residence and garage.

GARDENS OF ARTISTIC CHARM

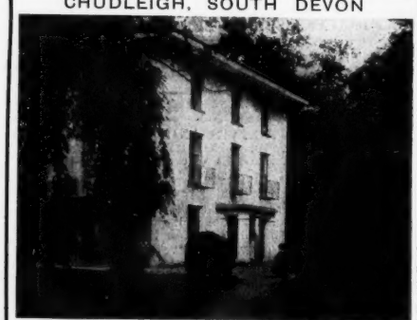
with fine lawns, paved Dutch garden, extensive pergolas, and fine summerhouse and paved walks, and box hedges. —Confidently recommended by GOLBIE & GREEN, 9, Bruton Street, Berkeley Square, W. 1. (2109.)

CALLAWAY & CO.

AUCTIONEERS, SURVEYORS, LAND AND ESTATE AGENTS, DEVON.

The Bank House, Hatherleigh, and at Exeter, Plymouth, Barnstaple, etc.

CHUDLEIGH, SOUTH DEVON



A PARTICULARLY COMFORTABLE OLD-FASHIONED COUNTRY HOUSE, occupying a delightful position on high ground, commanding wonderful views, approached by a carriage drive and containing entrance hall, three reception rooms, seven bed and dressing rooms, excellent domestic offices and cellarage. Company's gas and water. Main drainage. The pleasure grounds and gardens are prettily timbered and sheltered. Stone built and slated stabling and farmery. Gardener's stone built bungalow cottage. The valuable orchards, paddock and four enclosures of rich pasture having a total area of about 20 ACRES.

VACANT POSSESSION. PRICE FOR THE WHOLE, £4,100.—Further particulars apply CALLAWAY & CO., as above.—(H 220.)

NEAR MONASTERY.—A substantially built picturesque RESIDENCE, situate in the beautiful hamlet of Blackheath, Surrey; under one mile Chilworth Station, S.E. & C. Ry. The accommodation comprises spacious entrance hall, large dining and drawing rooms, kitchen, scullery, and usual offices, five good bedrooms, bath (h. and c.), three w.c.'s; perfect sanitation; wired for electric light; excellent garage; Company's water; sandy soil; south aspect; 300ft. above sea level. For SALE, Freehold, with possession. £5,000.—"P.," 3, William Road, Guildford, Surrey.

Telephone: Grosvenor 1671.

DIBBLIN & SMITH, F.A.I.

106, MOUNT STREET, W.1.



THE CHEAPEST SMALL ESTATE IN SUSSEX

XVITH CENTURY RESIDENCE IN PARK.

400FT. WITH GRAND VIEWS.

RECENTLY RESTORED BY SIR REGINALD BLOMFIELD, R.A.

Lodge guarded and lengthy carriage drive; oak vestibule, oak-panelled lounge hall, morning room with original panelling, music or billiard salon, dining and drawing rooms, sixteen bed and dressing rooms, three bathrooms, excellent offices; electric light, central heating, Co.'s water; lovely gardens in splendid condition, but inexpensive to maintain.

MODEL HOME FARM, SECONDARY FARM, BAILIFF'S HOUSE, SIX COTTAGES, STABLING, AND GARAGE.

GOOD SHOOTING. EXCELLENT LAND (ALL IN HAND).

220 OR 132 ACRES. IN FIRST-RATE ORDER AND IN PERFECT TASTE.

Illustrated particulars of Messrs. DIBBLIN & SMITH, 106, Mount Street, W. 1.



FAMOUS BEAUTY SPOT.

ONE HOUR SOUTH OF LONDON

Adjoining golf links. Glorious views. 500ft. up.

SMALL GEORGIAN REPLICA of infinite charm, in coveted and exclusive situation on sand soil with picturesque drive. Contains entrance hall, four reception, ten bed and dressing, bathroom, complete offices with servants' hall; garage, and room over.

Electric lighting, Co.'s water, modern sanitation, telephone. Costly mantelpieces, fitments, and new decorations.

Delightfully pretty grounds, woods, fine terrace, Dutch garden, lawns, etc. FOR SALE AT ABOUT ONE-HALF COST.

RESIDENCE AND SIX ACRES . Only £6,000.
Or with nearly TEN „ . „ £7,000.

Some cottages might be had extra, if required.

Personally recommended by DIBBLIN & SMITH, 106, Mount Street, W. 1.



The unconventional and thoughtful planning of the rooms renders it of especial interest to those requiring only a small staff of domestic helpers. Vestibule, cloak lobby, central hall, two reception, nine bed and dressing, bathroom, compact offices.

Garage. Co.'s electric lighting and water. Main drainage. Dry soil. Telephone.

Picturesque GARDENS include sunk tennis lawn, rose garden with stone-flagged paths, ornamental flower beds, gravelled walks, small fruit garden, etc.; in all

NEARLY ONE ACRE.

For immediate Private SALE, on moderate terms, or by AUCTION, early in the New Year.—Sole Agents, DIBBLIN & SMITH, as above.

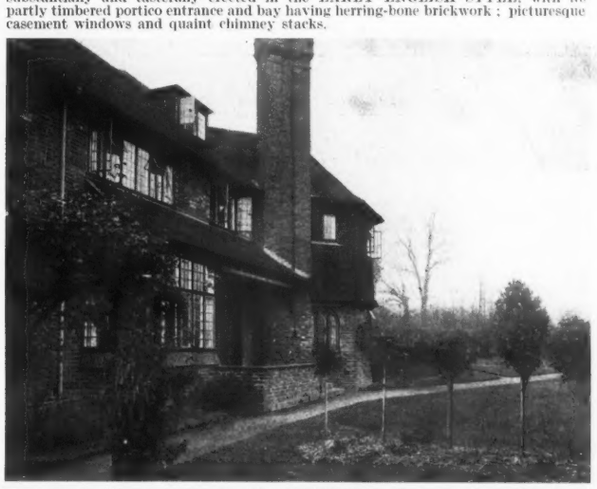
BY INSTRUCTIONS FROM A. CECIL SANDAY, Esq., who has acquired a larger Property.

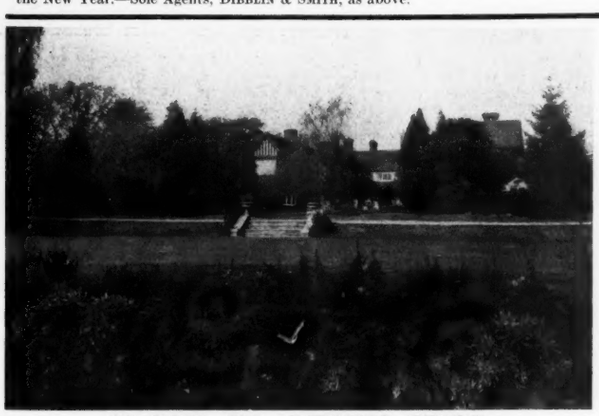
KNOCKHOLT, CLEARDOWN, WOKING

WITHIN 40 MINUTES OF LONDON, AND HANDY FOR SEVERAL FIRST-CLASS GOLF LINKS.

THIS CHARMING "TARRANT" RESIDENCE,

substantially and tastefully erected in the EARLY ENGLISH STYLE, with its partly timbered portico entrance and bay having herring-bone brickwork; picturesque casement windows and quaint chimney stacks.





CLOSE TO LEITH HILL

CHARMING OLD SURREY HOUSE,

RESTORED AND ADDED TO IN GOOD TASTE,

together with beautiful gardens finely timbered. The accommodation includes vestibule and lounge with massive oak fitments, beams and other features, three reception rooms, twelve bed and dressing rooms, two bathrooms, excellent offices. ELECTRIC LIGHT, CENTRAL HEATING, CO.'S WATER, TELEPHONE. Very fine stabling and garage, two cottages, etc.; in all about

THIRTEEN ACRES.

The Property is in first-rate order, and will strongly appeal to anyone desirous of being in the heart of the country, yet within easy reach of Town. A VERY MODERATE PRICE ACCEPTED FOR IMMEDIATE BUSINESS.—Highly recommended by DIBBLIN & SMITH, 106, Mount Street, W. 1.



12 MILES FROM MARBLE ARCH BY GOOD ROAD

Wonderfully pretty country. Excellent golf and social facilities.

EXECUTORS are anxious to assign the Lease of this beautifully fitted HOUSE, seated in miniature park with drive. Residence contains a quantity of handsome oak panelling, carvings, costly mantels, polished wood floors, etc.

Spacious sitting hall, two reception and billiard room, ten or eleven bed and dressing rooms, three luxurious bathrooms, model domestic quarters.

Electric lighting, Co.'s water, modern sanitation, telephone, radiator heating; splendid garage, two cottages, outbuildings. Delightfully laid-out ornamental gardens of undulating character, well-kept lawns, rose pergolas and formal gardens, broad terrace walks. About NINE ACRES. RENT £351 PER ANNUM.

FREEHOLD WOULD BE SOLD.

Personally inspected and recommended by the Sole Agents, DIBBLIN & SMITH, 106, Mount Street, W. 1.

E. J. CARTER BANKS & BENNETT

ESTATE AND HOUSE AGENTS, AUCTIONEERS AND VALUERS.
(ESTABLISHED 1797.)
OFFICES—LONDON: 12, PONT STREET, BELGRAVE SQUARE, S.W.1.
KENT: TUNBRIDGE WELLS, 7, LONDON ROAD. SUSSEX: CROWBOROUGH, 6, HIGH STREET.

SUSSEX (beautifully situated with glorious southern views over hill and dale; thirteen miles from Tunbridge Wells, and one-and-a-half miles from main line station).—A choice RESIDENTIAL PROPERTY in Queen Anne style; entrance hall, three reception rooms, billiard room, ten bedrooms, bathroom, excellent offices; stabling, cottages; charming grounds; kitchen garden; farmery, and land; in all about 45 acres.—Details from CARTER & CO., as above.

SOMERSET.—A XVth Century MANOR HOUSE, containing four reception rooms, ten bedrooms, two bathrooms; and having pretty grounds, together with park-like meadows and pastureland; the whole extent being about 424 acres.—Details from CARTER & CO., as above.

KENT.—Georgian RESIDENCE, containing three reception rooms, twelve bedrooms, bathroom; stabling, garage, cottages, farmery and land; in all about 346 acres.—Details from CARTER & CO., as above.

OVERLOOKING ASHDOWN FOREST (close to golf links).—A most charmingly designed and fitted RESIDENCE, containing entrance hall, three reception rooms, seven bedrooms, three bathrooms, and complete domestic offices; stabling, garage; lawns, tennis lawn, kitchen garden and paddock; in all about four-and-a-half acres.—Details from CARTER and CO., as above.

NEAR TUNBRIDGE WELLS.—To be LET, Furnished, for one or two years, one of the most perfectly appointed RESIDENCES in the district, containing lounge hall, suite of four reception rooms, billiard room, servants' hall, housekeeper's room, butler's room, three large principal bedrooms, with dressing rooms attached with baths and lavatory basins fixed, bachelor's bedroom, schoolroom, day and night nurseries, five secondary bedrooms, two secondary bathrooms, etc.; principal and secondary staircases; hot and cold water throughout, radiators, electric light, main drainage. Walled kitchen garden with glasshouses, expansive lawns, croquet and tennis lawns, putting green, and delightful woodland walks; garage, and chauffeur's unfurnished rooms, stabling. The grounds are exceedingly charming, secluded, and the whole Property is in perfect order and repair. Low rental to approved tenants.—Orders to view from CARTER & CO., as above.

SUSSEX (near TUNBRIDGE WELLS; within few minutes' walk of station).—TO BE SOLD, or LET, FURNISHED, COUNTRY RESIDENCE, arranged on two floors; lounge hall, three reception rooms, six bedrooms, bathroom, etc.; stabling, coach-house; lawn, tennis lawn and kitchen garden. Price, Freehold, £2,250, or 6 guineas per week, Furnished.—Apply CARTER & CO., as above.

TUNBRIDGE WELLS.—TO BE SOLD, a choice RESIDENTIAL PROPERTY; lounge hall, three reception rooms, billiard room, twelve bedrooms, bathrooms; central heating, electric light, main water; garage, lodge, glasshouses; beautiful grounds.—Apply CARTER & CO., as above.

FURNISHED, for five or six months, an exceedingly charming PROPERTY, near Tunbridge Wells; four reception rooms, eleven bedrooms, two bathrooms, etc.; garage, entrance lodge; ornamental grounds, woodland and paddock; in all about thirteen acres. Very low rental.—Apply CARTER & CO., as above.

IN ONE OF THE MOST LOVELY DISTRICTS IN SUSSEX.—TO BE SOLD, or LET, FURNISHED, lounge hall, three reception rooms, eleven bedrooms, two bathrooms; stabling, garage, ornamental water, two tennis courts, beautiful gardens, ornamental grounds and pastureland; in all about 30 acres; two cottages; radiators, electric light.—Details from CARTER & CO., as above.

TO BE SOLD, an attractive Freehold RESIDENTIAL, SPORTING AND AGRICULTURAL ESTATE, including a delightfully secluded Country House; entrance hall, four reception rooms, billiard room, thirteen bed and dressing rooms, bathroom; central heating, good water, modern sanitation; stabling, garage, and coachman's rooms; beautifully timbered park, entrance lodge; the whole extent being about 388 acres.—Details from CARTER & CO., as above.

TUNBRIDGE WELLS (a great bargain).—An exceedingly convenient and choice RESIDENCE, containing entrance hall, three reception rooms, gentleman's lavatory and cloakroom, kitchens and offices, nine bedrooms, and two bathrooms; lawn and kitchen garden; rural surroundings; near station. Freehold. Price £3,500.—Apply CARTER & CO., as above.

TO BE SOLD, an exceedingly choice little PROPERTY, containing two reception rooms, four bedrooms, dressing room, bathroom; stabling, garage, conservatory, and outbuildings; in all about two acres, including lawns, kitchen and pleasure gardens; electric light; only three-and-a-half miles from Tunbridge Wells.—Details from CARTER & CO., as above.

HERTFORDSHIRE.—Interesting gabled Tudor COTTAGE; three miles from Rickmansworth; entrance hall, dining room, drawing room, seven bedrooms, and domestic offices; a wealth of old oak timber; total extent including gardens, eight-and-a-half acres. Golf links in district. Price £2,750.—Apply CARTER & CO., as above.

SUSSEX.—TO BE SOLD, only requires to be seen, a gentleman's very attractive RESIDENCE; entrance hall, three reception rooms, ten bedrooms, two bathrooms; stabling, cottages; lawns, gardens and pastureland; in all about 45 acres.—Details from CARTER & CO., as above.

A BEAUTIFUL OLD RESIDENCE, within easy motoring distance of Sevenoaks, Kent; entrance lodge, three reception rooms, ten bedrooms, bathroom, and ample domestic offices; stabling, glasshouses, farmbuildings; lawns kitchen garden and land; in all about 70 acres. Offer required for an immediate Sale.—Details from CARTER & CO., as above.

KING & EVERALL

AUCTIONEERS, SURVEYORS AND ESTATE AGENTS,
117, SOUTH END, CROYDON;
128 and 128A, GEORGE STREET, EAST CROYDON,
and branches Purley, Kenley and Caterham.

SOUTH CROYDON.

Standing on high ground in the most select residential part of this neighbourhood, within easy reach of station.

THE FREEHOLD RESIDENTIAL ESTATE.



"BRAMLEY HILL SIDE," HALING PARK ROAD, exceptionally well decorated and fitted, and containing magnificent lounge hall, three reception rooms, billiard room, six bedrooms, two bathrooms, and extensive cellarage; garage, stabling, range of greenhouses, gardener's lodge. The whole standing in beautifully laid-out grounds of

FOUR ACRES.

Vacant possession upon completion of purchase.

KING & EVERALL will offer the above for SALE by AUCTION at the Greyhound Hotel, Croydon, on Thursday, January 26th, 1922 (unless previously disposed of by Private Treaty).—Illustrated particulars and conditions of Sale can be obtained from the Solicitors, Messrs. HAIR and Co., 1, Cornhill, E.C.3, the place of Sale, and the Auctioneers' Offices, as above.

FOR SALE, Freehold RESIDENCE, vacant possession, near Bournemouth; near station, trams and river; three sitting, four bedrooms, bath, w.c., kitchen, etc.; good garden. Price £2,000.—Apply ALDRIDGE, HAYDON and WHITTINGHAM, Solicitors, Christchurch.



CORNWALL, SOUTH COAST.

£1,950. FREEHOLD (possession by arrangement).—Very picturesque little BUNGALOW; six rooms, bathroom (h. and c. water); modern drainage, acetylene lighting. Also cottage, roomy stables (easily convertible into garage) with loft over; large lean-to greenhouse; all standing in well laid-out grounds of two-and-a-half acres; commands extensive views of sea and land; well sheltered from cold winds, facing due south, bounded on north by high brick wall; principal main line station (G.W. Ry.) and post office quarter of a mile, church and large stretch sandy beach half-a-mile. Good fishing from harbour.—G. PETERS MICHELL, Agent, Par Station, Cornwall.

SHOOTINGS, FISHINGS, &c.

ESTATES, SHOOTINGS FISHINGS,
Full particulars from
WALKER, FRASER & STEELE, Estate Agents,
74, BATH STREET, GLASGOW.
Telegrams: "Sportsman," Glasgow.

WANTED, SALMON FISHING IN DEVONSHIRE, with small House or Cottage preferred.—Particulars to C. R. CLARIDGE, The Basin, Exeter.

SEVERAL MILES SALMON FISHING on River Wye, with about 1,000 acres excellent land. Inexpensive House and grounds; not cheap but good.—Reply "Box 586," T. B. BROWNE'S Advertising Offices, 163, Queen Victoria Street, E.C.4.

MESSRS. YOUNG & GILLING

(Established over a Century),
LAND AND ESTATE AGENTS, CHELTENHAM
Telegrams, "Gillings, Cheltenham." Telephone 129.



FOR SALE.

CIRENCESTER DISTRICT.—The above well-built and well-planned RESIDENCE, within easy reach of this celebrated town, comprising lounge hall, three reception rooms, eight bed and dressing rooms, bathroom (h. and c.); stabling, two loose boxes, garage; well laid-out grounds of TWO ACRES; gas and water laid on. Bargain, £4,000, or near offer.

TO BE LET, UNFURNISHED, for remainder of 21 years' lease (one year expired).

CHELTENHAM (two miles).—A charming old XIIIth century RESIDENCE, with some splendid oak panelling; three reception rooms, seven bedrooms, three attics, bathroom (h. and c.), servants' hall; central heating, gas and water laid on; two-stall stable, garage; pretty old-world garden with walled kitchen garden, tennis lawn, and orchard; in all ONE-AND-A-HALF ACRES. Lodge at drive entrance. Rent £120, premium £500.

MESSRS. YOUNG & GILLING

SURVEYORS AND AUCTIONEERS,
CHELTENHAM



£4,500.—COTSWOLDS (six miles Cheltenham, close two stations, market).—Above old Tudor FARMHOUSE; eleven rooms; oak beams, open fireplaces; 211 acres excellent land, two-thirds pasture, well watered, stream, spring rises in grounds of House; numerous buildings, shedding 40 cows, cottage. Tithe free. Immediate possession.—DRIVER, Stratton, Cirencester.

NORTH DEVON.—To be LET, "LITTLE SILVER," a picturesque old-fashioned Country Residence, containing two reception rooms, seven bed and dressing rooms, two bathrooms, etc.; together with stabling; good garden and paddock. Two miles from station.—For further particulars apply C. H. GUNNING, Stevenstone Estate Office, Torrington, N. Devon.

FURNISHED HOUSES TO LET



BRYNSTEDDFOD, GLAN CONWAY (North Wales).—To be LET, on lease, Furnished, an attractive COUNTRY RESIDENCE; magnificent views of the Carnarvonshire mountains and the Conway Estuary; 200ft. above sea level; four reception rooms, eleven bed and dressing rooms, bathroom (h. and c. water), usual offices; telephone, central heating, acetylene gas, water supply laid on; excellent garage, stables; kitchen and flower gardens; about three-and-a-half acres; entrance lodge. With or without home farm, 100 acres. Also 1,000 acres of shooting. Station, Llandudno Junction, one-and-a-half miles.—Apply D. MACNICOLL, Derwas, Abergele.

TO BE LET, Furnished, from February, 1922, "FULFORD HOUSE," York. Charming family Residence, containing three reception rooms, eight bedrooms, two dressing rooms, bathroom, servants' hall, and excellent domestic offices, h. and c. water; stabling, garage, and attractive pleasure grounds, and tennis court, also productive kitchen garden. About one-and-a-half miles from the city, and tramway passes.—Apply RICHARDSON and TROTTER, 4, Lendal, York; or to WARE & WILBERFORCE, Solicitors, 1, New Street, York.

3, MOUNT STREET, MAYFAIR.

RALPH PAY & TAYLOR

LAND AGENTS, AUCTIONEERS AND SURVEYORS.

Telephone: Grosvenor 1032 & 1033

THREE CHARMING HOUSES OF CHARACTER

STRONGLY RECOMMENDED FROM PERSONAL INSPECTION.

JACOBEAN GEM.



PRICE ONLY £5,000.

NEAR ARUNDEL

BEAUTIFULLY PANELLED PERIOD HOUSE.

Nine bed, bath, four reception; stabling; old-world gardens.

FIVE-AND-A-HALF ACRES.

Sole Agents, RALPH PAY & TAYLOR.

WEST SUSSEX BARGAIN



PRICE ONLY £5,000.

OLD-WORLD COTTAGE RESIDENCE.

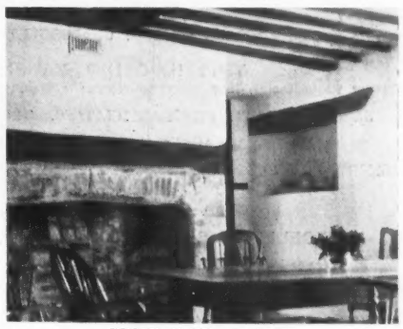
Beautifully timbered grounds and gardens of great natural beauty.

FIFTEEN ACRES.

Seven bed, bath, lounge hall, two reception.

Owner's Agents, RALPH PAY & TAYLOR.

XVITH CENTURY MANOR HOUSE



PRICE £5,500. 300ft. up.

45 *MINUTES WEST OF LONDON.*

Adjoining golf links.

Seven or eight bed, two bath, three reception.

TEN ACRES.

Further eleven acres can be acquired.

Apply RALPH PAY & TAYLOR.

WESTMORLAND AND CUMBERLAND BORDERS

RECOMMENDED FROM PERSONAL INSPECTION.

IN THE BEAUTIFUL VALE OF EDEN.

COMPACT RESIDENTIAL, SPORTING AND AGRICULTURAL ESTATE, affording excellent trout fishing. PICTURESQUE RESIDENCE, occupying a choice elevated position; fifteen bed, bath, four reception and billiard room; stabling and model home farmery.

GRAND OLD PASTURELAND, FAMED FOR ITS FATTENING QUALITIES.

IN ALL EMBRACING AN AREA OF 670 ACRES (would divide). HUNTING AND NUMEROUS GROUSE MOORS WITHIN EASY REACH.

Photos and detailed particulars of the Sole Agents, RALPH PAY & TAYLOR.

OCCUPYING A GLORIOUS SITUATION ON THE SURREY HILLS

IDEAL HOME FOR CITY MAN.

NEAR REDHILL AND REIGATE.

RESIDENTIAL AND AGRICULTURAL ESTATE OF ABOUT 480 ACRES

(would divide), including gentleman's modern RESIDENCE, replete with every home comfort, together with lodge, bailiff's house, model home farmery; in all about 177 ACRES.

ALSO CAPITAL DAIRY FARM OF NEARLY 200 ACRES, ACCOMMODATION LAND, SEVERAL COTTAGES.

Can be dealt with as a whole or separately.

Illustrated particulars of the Sole Agents, RALPH PAY & TAYLOR.

RALPH PAY & TAYLOR, 3, MOUNT STREET, GROSVENOR SQUARE, W. 1.

ESTABLISHED 1845.

REBBECK BROS.

GERVIS PLACE, BOURNEMOUTH

TELEPHONE: 298 & 2203.



NEW FOREST, SWAY. — Attractive modern RESIDENCE, bordering on the Forest, station one mile; three reception rooms, seven bedrooms, bathroom; stabling; two-and-a-half acres ground; paddock, tennis lawn; modern drainage, good water supply; within easy reach of all the principal meets in the Forest. Thoroughly recommended. PRICE £4,200, FREEHOLD.

HAMPSHIRE.

On the outskirts of Lymington, high situation, nice views. COMFORTABLE MODERN RESIDENCE exceedingly well built, and in first-class state of repair. Contains three reception rooms, seven bedrooms, bathroom, good offices; electric lighting, gas and main water, telephone installed; garden about two acres in extent. Immediate possession.

FREEHOLD. PRICE £4,000.

ON THE BORDERS OF DORSET AND SOMERSET.

In the heart of the Blackmore Vale, two miles from railway station, high situation, facing south.

SMALL MANOR HOUSE of the Tudor period in charming grounds of seven acres. The Residence contains three reception rooms, nine bedrooms, bathroom, complete offices with servants' hall; stabling and outbuildings. FREEHOLD, PRICE £6,000. Can also be offered with additional seven acres and two cottages.

HAMPSHIRE.

Adjoining the New Forest, nine miles Bournemouth, close to village, post office and motor 'bus route.

WELL-BUILT COTTAGE RESIDENCE with three sitting rooms, five bedrooms, bathroom, kitchen and offices; small stabling, outbuildings; about two acres good land with nice selection of fruit. Immediate possession. FREEHOLD. PRICE £1,350.

SWAIN & HUNNYBUN

39a, MADDOX STREET, HANOVER SQ., W. 1.

Established 1849. Telephone: Mayfair 4846.

HAMPSHIRE.

About 10 miles from Southampton.

TO BE LET, Unfurnished, on lease, picturesque old-fashioned RESIDENCE, containing

THREE RECEPTION ROOMS,
15 BED AND DRESSING ROOMS,
TWO BATHROOMS,
STABLING,
GARAGE,
THREE COTTAGES;

DELIGHTFUL GARDENS AND GRASSLAND;

in all about

25 ACRES.

For further particulars apply to SWAIN & HUNNYBUN, as above.

FOR SALE BY PRIVATE TREATY.



SOMERSET, SOUTH (outskirts of Chard).—Small FREEHOLD RESIDENTIAL AND BUILDING ESTATE, about FIVE ACRES, and two delightful VILLA RESIDENCES, with verandah and balcony, replete with every modern convenience, in perfect repair; hall, two reception and five bedrooms, bath; garage; small lawns and gardens. Together or separately.

VACANT POSSESSION of houses March 25th, 1922, or earlier.

Price and full particulars of the Sole Agents, ROBERT LOVE and SON Chard.

LAND, ESTATES AND OTHER PROPERTIES WANTED

IMPORTANT TO OWNERS desirous of promptly DISPOSING of PROPERTIES of every description in HANTS, WILTS, and DORSET.—Frequent applications are being made to WALLER & KING, recognised as one of the Leading Agents in the District, for Residential Estates, Farms, and other Properties, and owners are therefore recommended to avail themselves of this extensive medium for Letting and Selling. Particulars inserted gratuitously in their Illustrated Register, "HAMPSHIRE and ADJOINING COUNTIES." Forms supplied on application.—Offices and Sale Rooms, the Auction Mart, 17, Above Bar, Southampton. Agency established over 100 years.

WANTED TO PURCHASE.
Within 20 MILES SOUTH OF LONDON.

GOOD MODERN AND WELL-APPOINTED RESIDENCE, containing twelve to sixteen bedrooms, several bathrooms; land from 50 to 150 acres. Near golf.—Full details to Messrs. COLLINS & COLLINS, 37, South Audley Street, Grosvenor Square, London, W.

WANTED TO PURCHASE.
HAMPSHIRE, WILTSHIRE, DORSET or SOMERSET.

£15,000 TO £30,000 WILL BE PAID for an OLD HOUSE OF CHARACTER. Jacobean or Tudor specially favoured, containing fourteen to eighteen bedrooms: land from 150 ACRES to 500 ACRES required where additional shooting can be rented.—Full details to Messrs. COLLINS & COLLINS, 37, South Audley Street, Grosvenor Square, London, W.

REQUIRED TO PURCHASE.

AN OLD-WORLD HOUSE, with rural amenities, within daily reach of London (one hour limit). A really good modern house might be entertained; two or three reception, six to ten bed; two to ten acres. Possession in spring. £4,000–7,000 will be paid.—Call with photos or write "Mrs. L.," c/o NORFOLK & PRIOR, 131, Regent Street, W.

WANTED TO PURCHASE.
GLOS, OXON, HANTS OR BERKS.

A GENTLEMAN'S RESIDENTIAL ESTATE, 100 to 250 acres, suitable for pedigree stock; House (three or four reception, eight to twelve bed); suitable buildings. Mostly grass. Good sporting an advantage. Fair price will be paid.—Call with photos or write "Wales," c/o NORFOLK & PRIOR, 131, Regent Street, W. 1.

SUSSEX, SURREY OR HANTS.
WANTED TO PURCHASE.

A FIRST-CLASS MODERN COUNTRY HOUSE OF CHARACTER, standing fairly high and within two miles or so of a station; three or four reception, ten to twelve bed; 10 to 30 acres or more. Possession not later than April. Up to £10,000 will be paid.—Call with photos or write "Mrs. C.," c/o NORFOLK & PRIOR, 131, Regent Street, W. 1.

FAREBROTHER, ELLIS & CO.

Telephone : Regent 681.
Telephone : Holborn 6344-5.
26, DOVER STREET, PICCADILLY, W.1.
City Offices : 29, FLEET STREET, E.C. 4.
Telegrams : "Lyfarbroli, Piccy, London."
Telegrams : "Farebrother, London."

CUMBERLAND

NEAR THE BEAUTIFUL ESK VALLEY.

TO BE LET, UNFURNISHED,

THIS IMPOSING MANSION,

having 23 bedrooms, four reception rooms; garage, stabling, cottages, laundry.

ELECTRIC LIGHT. CENTRAL HEATING. GOOD WATER SUPPLY.

100 ACRES of well-timbered parkland.

DELIGHTFUL PLEASURE GROUNDS, including PRIVATE LAKE, stocked with trout.

GOLF. FISHING from river close by.

EXCELLENT SHOOTING OVER 2,000 ACRES.

Further particulars of FAREBROTHER, ELLIS & Co., 26, Dover Street, W. 1. (1518.)



SURREY AND HANTS BORDERS

TO BE SOLD, FREEHOLD,

CHARMING RESIDENTIAL ESTATE of about

137 ACRES.

In a beautiful position 400ft. above sea level, facing south on sandy soil and commanding magnificent views.

LOUNGE HALL,
SUITE OF RECEPTION ROOMS,
about
TWENTY BEDROOMS AND FIVE BATHROOMS.
ELECTRIC LIGHT, CENTRAL HEATING.



COMPANY'S WATER AND SEPTIC TANK DRAINAGE.

DELIGHTFUL PLEASURE GROUNDS

AND WALLED KITCHEN GARDEN.
TWO LODGES,
EXCELLENT STABLING AND GARAGE,
FARMERY AND COTTAGES.
HUNTING WITH TWO PACKS AND TWO GOLF COURSES WITHIN A SHORT DRIVE.

Full particulars of the Sole Agents, Messrs. FAREBROTHER, ELLIS & Co. (1415.)



SURREY

Between Purley and Caterham, thirteen miles from Town.
FOR OCCUPATION OR DEVELOPMENT.

"THE COULSDON COURT ESTATE"
about
1,236 ACRES.

MEDIUM-SIZED MANSION,

Sixteen bed and dressing rooms, four reception rooms, etc.
Park and lands of 150 acres.

"COULSDON GRANGE"	with	81 ACRES.
"WATERHOUSE FARM"	,,	57 ,,
"TAUNTON HOUSE FARM"	,,	116 ,,
"WINDMILL HOUSE"	,,	30 ,,

Block of twelve cottages on Coulsdon Common; numerous fine well-wooded residential sites.

Full particulars of the Sole Agents, Messrs. FAREBROTHER, ELLIS & Co. (1332.)



£2,000 WILL PURCHASE A CHARMING LITTLE RESIDENTIAL PROPERTY OF ABOUT TWO-AND-A-QUARTER ACRES

IN THE

SANDRINGHAM DISTRICT OF NORFOLK

THREE RECEPTION ROOMS, EIGHT BED,
ONE DRESSING AND ONE BATHROOM.

Acetylene gas and modern drainage. Stabling for four. Pretty pleasure grounds well-stocked kitchen garden, and young orchard.

HUNTING WITH THE WEST NORFOLK HOUNDS.

Station one-and-a-quarter miles distant.

Full particulars of FAREBROTHER, ELLIS & Co., 26, Dover Street, W.1. (1504.)



GLOUCESTERSHIRE

In a pretty part of the County between Stroud and Gloucester.

TO BE SOLD AT A LOW FIGURE.

A VALUABLE RESIDENTIAL ESTATE,

embracing about

188 ACRES.

THE HANDSOME MANSION is built of stone in the Renaissance style, and contains 23 bedrooms, six reception rooms, billiard room, ballroom; ample stabling, garage with rooms over, lodge and six cottages.

THE BEAUTIFULLY MATURED PLEASURE GROUNDS include croquet and tennis lawns; model farmery.

Good golf; hunting with the Berkeley Hounds.

THE VALUABLE FURNITURE AND ANTIQUES forming the contents of the Mansion may be purchased if desired.

Further particulars of FAREBROTHER, ELLIS & Co., 26, Dover Street, W. 1. (1517.)



BOURNEMOUTH:
JOHN FOX, F.A.I.
ERNEST FOX, F.S.I.
WILLIAM FOX, F.S.I.

FOX & SONS

LAND AGENTS, BOURNEMOUTH

SOUTHAMPTON
ANTHONY FOX.
Telegrams: "Homefinder," Bournemouth.

ONE OF THE SHOW PLACES OF THE SOUTH

A SUPERBLY PLACED
OLD-FASHIONED RESIDENCE;
200ft. above sea level, with glorious sea views, yet beautifully secluded in well-timbered grounds.

Accommodation:
SEVEN BEDROOMS,
BATHROOM,
THREE RECEPTION ROOMS,
COMPLETE DOMESTIC OFFICES.

STABLING. GARAGE. COTTAGE.



Delightful
GARDENS AND GROUNDS,
including paddock, tennis and croquet lawns, two waterfalls, flower and kitchen gardens; about
NINE ACRES
IN ALL.

MODERN DRAINAGE.
EXCELLENT INSIDE SANITATION.
ABUNDANT WATER SUPPLY.

PRICE £7,500, FREEHOLD.

Fox & Sons, Land Agents, Bournemouth.

DORSET

IN LORD PORTMAN'S AND BLACKMORE VALE COUNTRY.

Three miles from Blandford, nine miles from Shaftesbury.

COMFORTABLE LATE
XVIIITH CENTURY RESIDENCE,
standing well back from a good main road in
MINIATURE PARKLAND,
and approached by drive.



NINE BEDROOMS,
TWO BATHROOMS,
FOUR RECEPTION ROOMS.

STABLING.
RANGE OF OUTBUILDINGS.
TENNIS LAWN.
PRODUCTIVE KITCHEN GARDEN, ETC.

About
FIVE-AND-A-HALF ACRES
IN ALL.

PRICE £4,250, FREEHOLD.

Fox & Sons, Land Agents, Bournemouth.

WITH POSSESSION MARCH NEXT.

WILTSHIRE

Near Semley Station, and three miles Shaftesbury.

PRODUCTIVE DAIRY FARM; extending to an area of about
154 ACRES.

GOOD FARMHOUSE,
containing four bedrooms, dining room, parlour, kitchen, etc.

AMPLE AND WELL-BUILT OUTBUILDINGS.

Excellent supply of water over the whole of the farm.

PRICE £3,000.

Fox & Sons, Land Agents, Bournemouth.

RARE OPPORTUNITY FOR IMMEDIATE SALE.

HAMPSHIRE

Between Lymington and Brockenhurst, and adjoining the New Forest.

A DELIGHTFUL OLD MANOR HOUSE, in a favourite residential district. Accommodation: Nine bedrooms, bathroom, four reception rooms, usual domestic offices; modern drainage, good water supply. Excellent outbuildings, including stabling, garage, etc. Attractive grounds, including two tennis lawns, rose garden, productive kitchen garden, etc. Capital homestead, six enclosures of valuable pastureland with well-grown timber; extending to about

32 ACRES. PRICE £5,000, FREEHOLD.

AN EXCEPTIONALLY ATTRACTIVE SMALL HOLDING, with excellent modern cottage, containing six rooms, garden, and first-class outbuildings, two good paddocks; the whole extending to about

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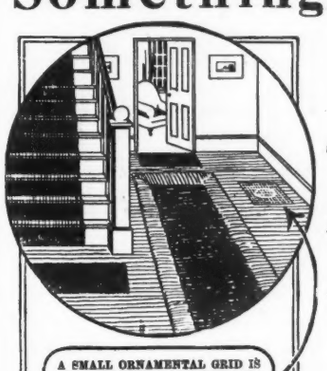
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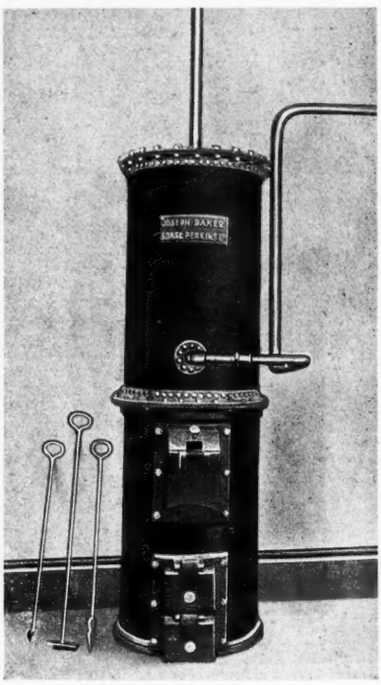
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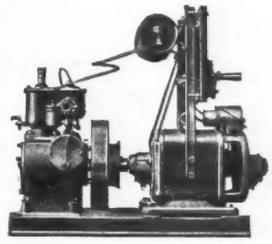
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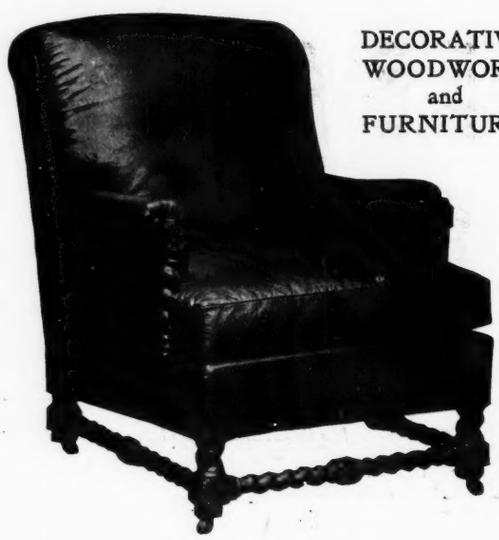
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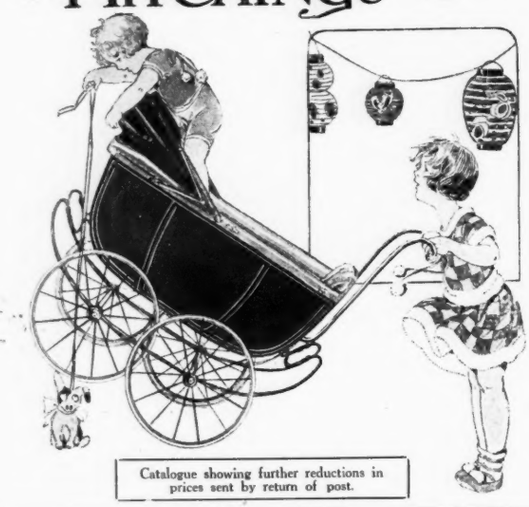
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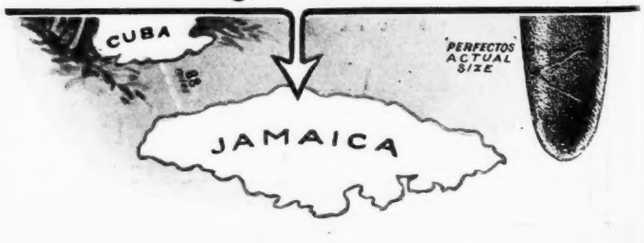


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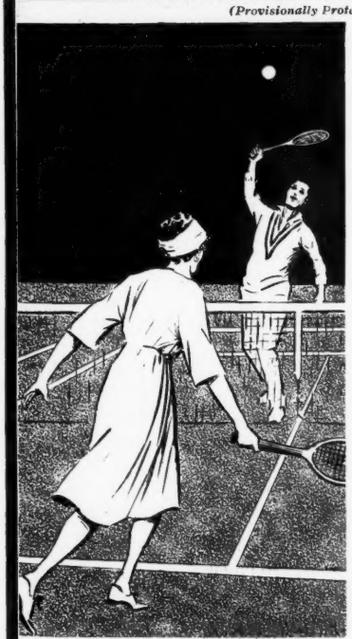
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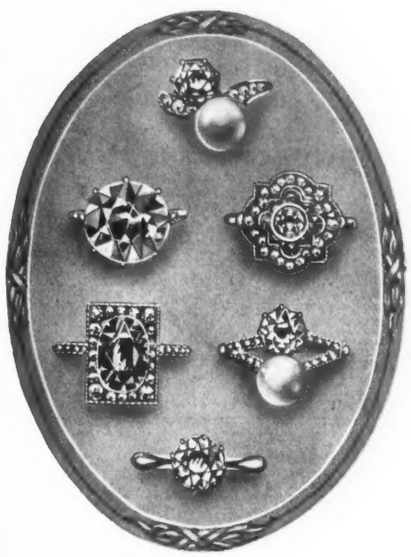
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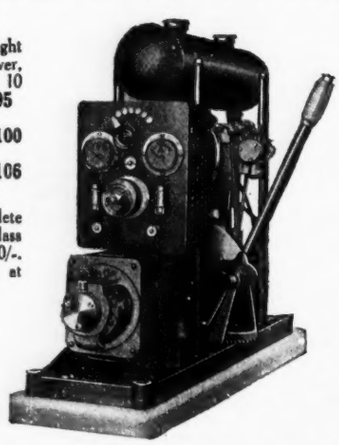
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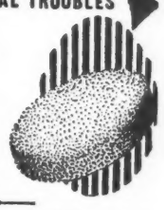
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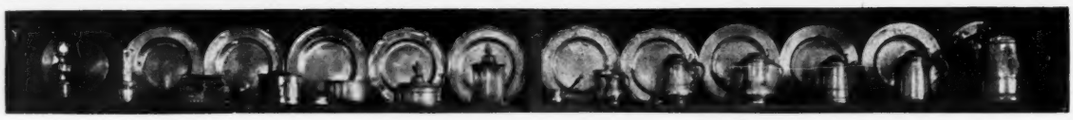
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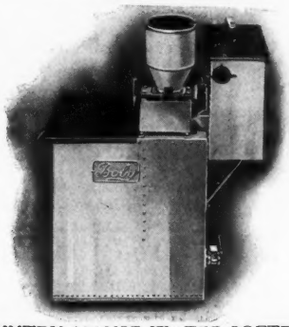
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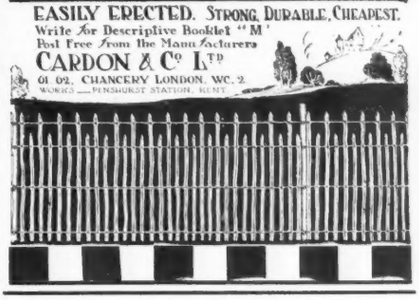
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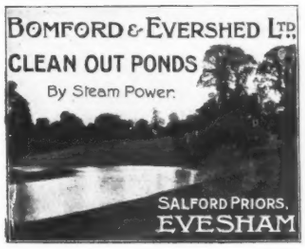
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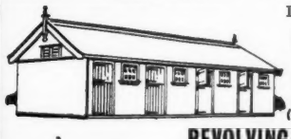
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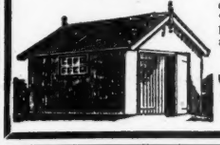
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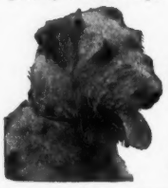
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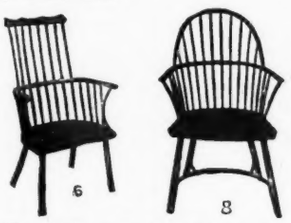
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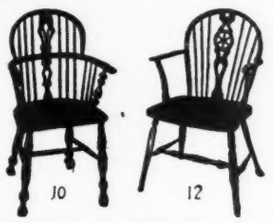
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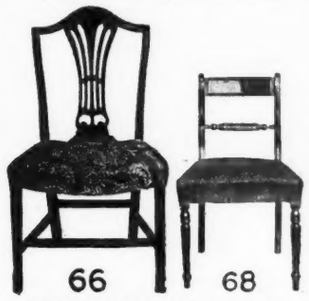
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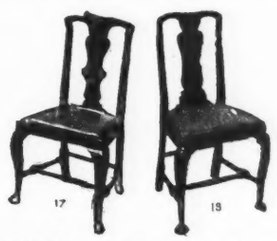
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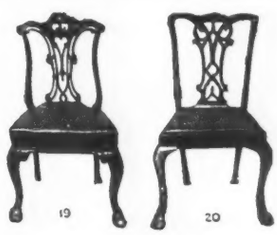
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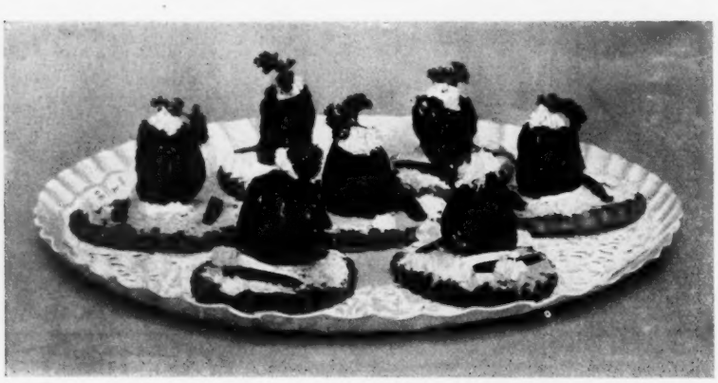
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